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AMATEUR GOLF CHAMPIONSHIP.

HOLDER BEATEN IN SEMI-FINAL ROUND.

(Reuter's Service.)

London, May 30.

At St. Andrew's, in the Amateur Golf Championship semi-finals, the Cambridge captain and English International player, E. F. Storey, beat the holder, Roger Wethered, by two holes; whilst E. Holderness, a former holder, beat W. Murray, of West Hill, by three up and two to play.

At Leeds in the Thousand Guineas Professional Golf Tournament, semi-final round, A. Compston, of North Manchester, beat George Duncan, of Hanger Hill, by four up and three to play; whilst Fred Robson, of Goodenheath, beat J. Gaudin, of Alwoodley, by three up and two to play.



Roger Wethered.

At St. Andrew's, in the presence of a large crowd, in the sixth round, Storey beat John Caven by 2 and 1; Wethered beat the Irish Champion McCormack, by 3 and 1; Murray beat Kyle by 3 and 2; and Holderness beat Harris by 2 and 1. Wethered, who began the tournament brilliantly, fell away being indifferent in defeating McCormack; and Storey's defeat of Caven, who was in wonderful form and the chief Scottish hope, boded ill for the champion in the semi-final.

In the semi-final Wethered started well, but Storey was one up at the fourth. Wethered won the fifth and halved the sixth, seventh and eighth. Storey had a brilliant third at the ninth while Wethered squared the eleventh and took the lead at the fourteenth. He halved the fifteenth, but Storey squared the sixteenth and won the seventeenth and eighteenth.

Holderness and Murray turned "all square." Then the champion, by brilliant putting, took the lead at the twelfth, won the thirteenth and halved the fourteenth and fifteenth. Murray was hunkered at the sixteenth, Holderness not having to hole out.

PRESIDENT COOLIDGE ON PEACE.

THE WORLD COURT PLAN.

(Reuter's American Service.)

Washington, May 30.

President Coolidge, in the course of an address at the Memorial Day ceremony in Arlington Cemetery, said that any proposals that American adherence to a World Court should be contingent upon the dissolution of the Court from the League of Nations were unworthy of American principles and conditions.

The President did not mention the Senate Foreign Relations Committee's plan, but his address is generally accepted as indicating his rejection thereof. The President renewed his endorsement of the original Harding-Hughes World Court plan and added that, while he would not oppose some further reservations, "any material changes which would probably not receive the consent of many other nations would be impracticable." He reminded his audience of the necessity that nations should always be prepared for war but he emphasised the point that the American Government had been founded to maintain peace.

THE LURE OF HONGKONG.

QUEEN PURCHASES CHINESE CURIOS.

London, May 30.

H. M. the Queen, accompanied by Prince George, again visited Wembley and spent over an hour in the Hongkong section, where they purchased a number of articles, including vases, a miniature elephant, and Chinese toys.

FLIGHT TO MACAO.

PORTUGUESE AVIATORS RESUME.

Lahore, May 30.

The Portuguese airmen, who crashed on May 8, have resumed their flight to Macao, departing this morning with a new machine purchased from the Government of India.

BONNY BABIES.

HONGKONG COMPETITORS.

On our Picture Page to-day will be found photographs of five of Hongkong's entries for the Empire's Bonniest Baby Competition which is taking place during Imperial Baby Week at the British Empire Exhibition at Wembley, at the end of July. It will, we think, be agreed that they are very bright and bonny specimens, of which Hongkong may well feel proud.

We shall be glad to publish further photographs of babies entered for this Competition.

OLYMPIC FOOTBALL.

Swiss Teams Success.

Paris, May 30.

In the second round of Olympic soccer, Switzerland beat Czechoslovakia by one goal to nil.

DEATH OF HON. MR. A. R. LOWE.

SUCCUMBS AT PEAK HOSPITAL.

It is our painful duty to chronicle the death of the Hon. Mr. A. R. Lowe, of the firm of Messrs. Lowe, Bingham and Matthews, which took place at the Peak Hospital at four o'clock this morning. During the early part of last week, Mr. Lowe was not at all well, but he was able to attend the meeting of the Legislative Council on Thursday and was at his accustomed post at his office on the following day. During the week-end he became worse and it was deemed advisable to remove him to the Peak Hospital on Monday, where his illness was diagnosed as pleurisy, enteric fever later setting in. Yesterday it was known that his condition was very serious indeed; the patient gradually became weaker, passing away in the early hours of this morning. The greatest sympathy will be felt for his bereaved widow and three children in their heavy bereavement.

The late Mr. Lowe was born at Manchester on June 22nd, 1873, and was therefore 50 years of age. He was educated at the Hulme Grammar School, Manchester, and was later articled to Messrs. Parkinson, Mather and Co., chartered accountants of Manchester and London. From 1898 to 1902, he was with Messrs. Butterfield and Swire, and he then commenced practice as a chartered accountant, as a partner in the firm of Messrs. Lowe, Bingham and Matthews, of Hongkong and Shanghai. He was for many years Secretary of the Hongkong General Chamber of Commerce, the Fire Association of Hongkong and the Fire Tariffs at Canton, Macao, Kowloon, Fatsan and various West River ports.

During recent years, the Hon. Mr. Lowe had taken a prominent part in the public life of the Colony. He served on the Legislative Council in 1920 (when in a contested J. P. election he defeated Mr. T. F. Hough) and 1922, and since July he had occupied a seat thereon, filling the vacancy caused by the absence at home of the Hon. Mr. H. W. Bird. As a man thoroughly acquainted with financial matters, he was a distinct asset to the ranks of the unofficial members, and his utterances in the Council Chamber were always marked by their outspoken character, whilst he rendered valuable service in connection with the dispute between the Government and the Telephone Company regarding the terms of the renewal of the Company's licence. He was an extremely hard worker and to any matter which he took in hand he gave unremitting attention. Mr. Lowe was also a member of the Licensing Board, a Director of the Hongkong and Shanghai Hotels, Ltd., and had been a Justice of the Peace since March, 1906. The deceased gentleman was a very keen yachtsman and had been one of the leading spirits of the Royal Hongkong Yacht Club, of which he was Commodore last year. He was also an enthusiastic bowler, and at the time of his death was President of the Lawn Bowls Association of Hongkong. He was also keenly interested in pony racing, at one time having part share in a local stable. Of a very affable and genial disposition, he was most popular amongst all who knew him, who, by his death have lost a true and valued friend.

As a mark of respect to the memory of the deceased gentleman, the flags at the Hongkong Club, Messrs. Lowe, Bingham and Matthews' office, the Kowloon Bowling Green Club and other places were flown at half-mast to-day, whilst the opening of the Lawn Bowls League season, fixed for this afternoon, and a dance at the Peak Club to-night, have been postponed for the same reason.

The funeral takes place this evening, the cortege passing the late Mr. Lowe's residence at the Peak.

TURF TOPICS.

MR. BIRKETT'S TRAINER.

[BY "ARGUS JUNIOR"]

Woo Soong, who is in charge of Mr. Birkett's string of race ponies, was born in Shanghai in the year 1875. At the age of 13, he was employed as a jockey in the stables of Mr. George Dallas, whose ponies won a number of minor events during the five years between 1888 and 1895. Woo Soong was engaged as riding boy by Messrs. McKie and Cove in 1896 and while in their employ paid his first visit to Hongkong, where the stable met with many successes at the 1897-1899 meetings. Mr. Crawford was the stable jockey. On the first day of the 1897 meeting, he won the Ashley Cup on Roilelet, and the Compadre's Cup on Gleniffer. On the second day, Gleniffer was second in the Scurrystakes, Gleniffer second in the Garrison Cup, while Gleniffer won the German Cup and Roilelet the Professional Cup. On the third day, Roilelet, angrier the Ladies Purse and Gleniffer the Robinson Challenge Cup before the fifth interval. In the afternoon, Roilelet carried Mr. Crawford to victory in the Champions, Siband, (Mr. Hunt) and Red Fish (Mr. Master) being second and third. The winner was not fancied in the betting but got the "best of a desperate finish" by three quarters of a length.



The following year, Roilelet won the Victoria Stakes, Beechwood the Valley Stakes and Gleniffer was third in the Lusitano Cup on the opening day. On the second day, Beechwood won the German Cup and Roilelet ran second in the Navy Cup. On the third day, Beechwood won the Robinson Challenge Cup and Gleniffer the Pargess Cup. Neither Roilelet nor Beechwood obtained a place in the Champions which was won by Mr. Hopful's Yenisei, ridden by Mr. W. W. Cox.

At the 1899 meeting, Strathflet won the German Cup on the second day. On the third day the same pony won the Blake Challenge Cup and ran third on the Champions behind Mr. Hopful's Tyne and Mr. Gleniffer's Forest King.

Woo Soong then spent many years as riding boy at the Horae Bazaar, Shanghai, serving under Mr. Jackson, Dr. Keylock and Dr. Pratt. He later became riding boy to Mr. G. D. Coult, who won the Shanghai Derby in 1913 with The Tractor. For four years he was in Mr. Eara's stables, when Castlewood and Roswood were the cracks of the string. We next find him with Mr. G. H. Potts, for whom he gained Allied King and Invincible King, winners of the Hongkong Derby in 1920 and 1921.

WANCHAI MONUMENT.

BRITISH AND AMERICAN SAILORS CLEAN UP SITE.

LAST NIGHT'S INCIDENT.

As the authorities have taken no steps to remedy the disgraceful misuse of the Wanchai monument, British and American sailors took matters into their own hands late last evening, and with picks and shovels, succeeded in clearing the site in about an hour.

This startling development commenced at about 11.30 p.m., when the party, about eighteen strong, broke up a Chinese meeting that was being held, explained matters to the crowd who went orderly enough away, and then set to work. In a very short time, hundreds of Chinese were looking on and four Sikh policemen held the huge crowd back whilst the sailors were at work. The "fatigue party," as they facetiously called themselves, went to work with a will. Big logs of wood found on the spot were placed across the road, and the stones and rubble were taken into a side street and neatly levelled down. The monument was then thoroughly washed down with water, and wreaths were placed on it.

Interviewed this morning, one of the party showed a *Telegraph* representative blisters and cuts as ample evidence of the energy that was put into the task. He said that the sailors intended to see that the monument was kept clean in future and one of these mornings, he added, passers-by will find that the railings have been given a new coat of paint. They would also see that the Conotaph was treated with due respect.

The Wanchai Monument was erected in memory of British and American sailors who fell in action against Chinese pirates in 1885. The men killed were members of the crews of the U.S. steam-ship "Fowhatan" and the British steam-ship "Rattler." They routed out a nest of pirates near Kulan, on the Canton River, and attacked a great success, over 200 guns being seized from the pirates, and of whom 500 were killed. In addition to the nine officers and men from the British and American boats who were killed, 20 others, including two officers, were wounded.

In March last the *Telegraph* drew attention to the shameful misuse of this monument as a dumping ground for all kinds of rubbish, building material and Chinese workmen's implements and published photographs of the monument and its unkempt surroundings.

It is interesting to note in connection with last night's doings that yesterday was Decoration Day, when Americans make it a rule to decorate all graves and monuments.

HONE LAWN TENNIS.

Japanese Olympic Man Beaten.

London, May 30.

At Chislewick, in the Middlessex lawn tennis tournament semi-finals, Spence beat Kingscott, 7-5, 6-3, and Raymond beat the Japanese international Okamoto, 6-4, 6-0.

Miss Ryan beat Mrs. Mallory, 6-2, 6-3; and Miss McKane beat Mrs. Beamish, 6-3, 6-1.—*Reuter*.

"GANDHI REPUDIATES SWARAJISTS."

Bombay, May 30.

Under the heading "Gandhi Repudiates Swarajists" the newspapers publish a statement by Gandhi referring to the working of the Congress organization and urging those not believing in a boycott of the Councils, law courts, Government schools, etc., to return to their normal life.

AN ALPHABET OF HONGKONG.



F FOR FANLING-ITE

A Funny Old Fogy Who Goes Round in Something Like Three Over Bogey.

CANTON ARSENAL PLANT.

PROPOSED SALE TO NORTH.

Government Protests to U. S. Consul.

Mr. Eugene Chen forwards us the following Government Communication from Canton:—

"A protest has been lodged with the American Consul-General here against the removal of the well-known 'Rabbit Arsenal Plant' from Canton and the sale of it for the manufacture of arms in the North. The plant is Government property. It was sold to the Government for Gold \$1,000,000, and a sum of Gold \$1,200,000 has been paid, leaving unpaid a balance of about four lakhs. There has been an arrangement that, pending the payment of this balance and charges like insurance, rent and interest, the plant should be stored in a Canton godown. The vendors (who are of American nationality) are no longer willing to continue this arrangement and they have entered into a contract to re-sell the plant through a Japanese intermediary without notification to this Government nor even arranging for the repayment of the million and a quarter gold already paid on account of the purchase price. There is now a Japanese steamer in Canton with a specially recruited gang of labourers from Manila (Cantonese labourers having refused to handle the cargo) who have begun preparations to load the plant for shipment to the North.

"As the United States are a party to the so-called Arms Embargo Agreement, it is an interesting question whether the removal of the plant from Canton and its re-sale to any other party in China would not constitute an American breach of the Agreement vis-a-vis the other signatories. On the other hand, the retention of the plant by this Government could not be so construed, since the United States were not a party to the Agreement when the plant was actually imported into Canton."

BUILDING TRADE AGREEMENT.

Strike Menace Removed.

London, May 30.

The second national ballot of the building trade operatives has resulted in acceptance of the employers' offer, and the danger of a strike has been removed.

HOME CRICKET.

Scotland Draws With South Africa.

London, May 30.

In the continuation of the match between Scotland and South Africa at Edinburgh, the South Africans scored 186 (Blancokenberg 47); Scotland replied with 163 for 4 and declared (Kerr 80, not out). The South Africans next compiled 59 for 2, and the match was drawn.

Yorkshire Succumbs.

Middlesex at Lord's beat Yorkshire by an innings and 152 runs. Yorkshire scored 192 and 131 respectively. Middlesex compiled 465 for 8 and declared. Dales contributed 113, Stevens 114, Led 70, and Mann 79.

England Beats the Rest.

England beat the Rest (Test match trial) by three wickets. The Rest first scored 295 (Holmes 86 and then 199), with Tate taking 4 for 39 and Parkin 4 for 56. England compiled 270 (Foster 81) and 226 for 7 (Woolley 72). The match was played at Nottingham.

At Leyton, Essex led on the first innings in a drawn match with Nottingham. Douglas in the first knock scored 102, not out. For Nottingham, Gunn in the second innings compiled 112.

Gloucester at Bristol led on the first innings in a drawn match with Surrey, who scored 183, and 225. Gloucester compiled 184 for 9 (declared) and 93 for 7, when it came on to rain.

Lancashire at Manchester led on the first innings against Kent. E. Tyldesley in the second scored 148, not out.

Somerset at Cambridge beat Cambridge University by 115 runs.—*Reuter*.

DERBY BETTING.

Latest Offers, and Takers.

London, May 30.

Derby betting is 7 to 1. Tom Pinch, 15 to 2. Diophon, 100 to 1. Dawson City and Bright Knight, 100 to 8. Germans, 100 to 7. San Sovino, 25 to 1. Hurswood, Earnest and Knight, of the Garter, 40 to 1. Spalpeen taken and offered, 40 to 1. Danfoss offered, 50 to 1. Woodend taken and offered.—*Reuter*.

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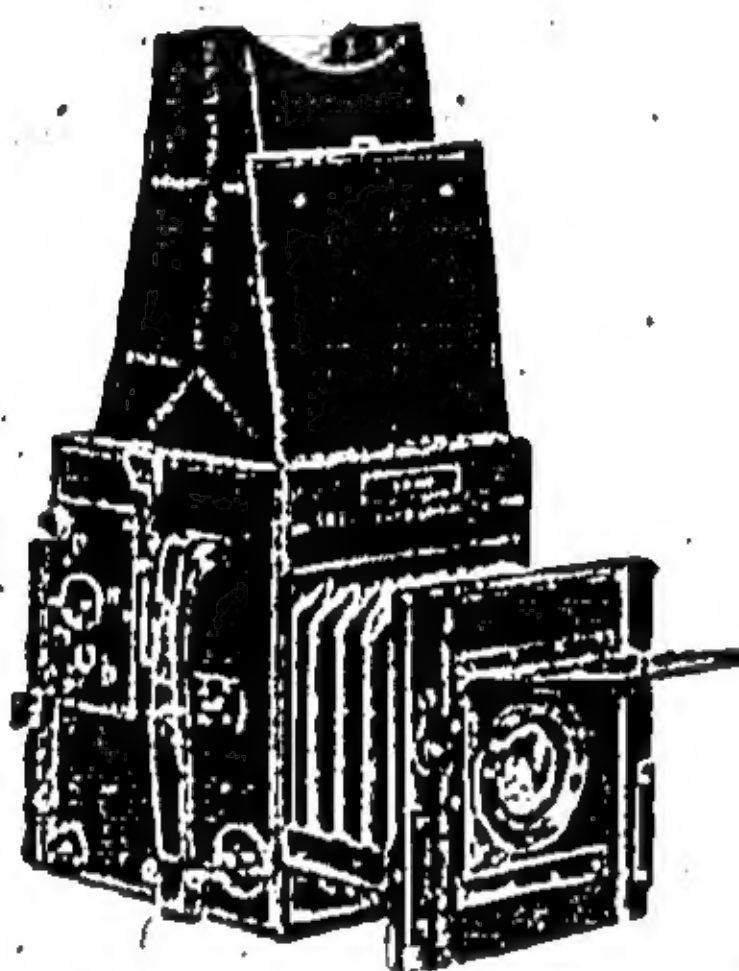
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EARLIER TELEGRAMS.

CHINESE REORGANISATION LOAN.

London, May 30.
The Times says the Chinese Government's ruling that the Russian portion of the bonds of the Chinese 1913 Reorganisation Loan be exchanged for new bonds only, where the holders furnish a statement of the history of the bonds from 1917, has placed holders in a very unfortunate position. The ruling, if rigidly maintained, will mean that a number of bondholders will totally lose their investment. The Chinese Government's attitude certainly seems to call for reconsideration. Meanwhile, it is understood, it is proposed that bondholders whose interests are jeopardised make an organised effort to obtain a modification of the conditions.—Reuter.

JAPAN AND AMERICA.

London, May 30.
The Daily News naval correspondent says that the fact that the combined American Fleets will next year meet at Hawaii to carry out joint manoeuvres in mid-Pacific clearly indicates that the reason for the latest naval agitation in the United States is a deep-seated suspicion of Japan, which is underlying all uneasiness. It is reported from Washington that the disturbed state of American-Japanese relations is the factor of chief importance in securing the adoption of the Naval Construction Bill.—Reuter.

GERMAN GOODS.

Moscow, May 30.
As a sequel to the recent incident at the Russian trade delegation's offices in Berlin, licences for the importation of eleven million roubles worth of German goods have been cancelled. Orders therefore have been placed in Britain, Italy, Czechoslovakia and Austria, and Russian goods destined for export to Germany have been directed elsewhere.—Reuter.

THE RUSSELL DIVORCE.

London, May 30.
The House of Lords has allowed Mrs. Russell's appeal against the decision of the Divorce Court early in 1923, granting her husband, the Honourable Hugo Russell, a decree nisi, on the ground of his wife's misconduct with a man unknown, which was subsequently upheld by the Court of Appeal.—Reuter.

POLAND AND ASIA.

Warsaw, May 30.
The Government has approved of the status of the Poland-Asiatic Association, the objects of which are to exchange information and establish commercial and intellectual relations between Poland and Asia.—Reuter.

FURTHER RUSSIAN RECOGNITION.

London, May 30.
The Soviet delegates have been invited to the King's Levee at Buckingham Palace on Monday.—Reuter.

THE BUKHAREST EXPLOSION.

London, May 30.
An official message from Bukharest says the damage caused by the explosion is very heavy, but there were no fatalities. There is no indication of the cause of the disaster.—Reuter.

RIFLE SHOOTING.

SHANGHAI'S EFFORT.

(Our Own Correspondent)

Shanghai, May 30.

In the Interport rifle shooting competition, Shanghai made a total of 902. The light was unfavourable. The highest score was made by J. B. Main, with 95, and the lowest—tenth man—by Colleen, with 81.

Hongkong made a total of 951, which is much better than both Shanghai and Singapore; only the Peking score remains to come to hand.

£200 FOR PATRIOTISM.

Damo Mary A. Jennings, of Roigate, Surrey, who left £43,562, has given £200 to Thomas Solly Crompton in recognition of his patriotism in giving his services to his Mother Country in the war; £50 and an annuity of £300 to her companion, Margaret Allan, and her book of London Gazette to the British Museum.

BEAUTY

She had it in abundance—the beauty that men fight over.
Wait till you see
T D O T N

THE AMUR MARU ARMS.

TWO CHINESE CHARGED.

Two Chinese have been arrested in connection with the large seizure of German arms made by the Revenue Officers in the Kowloon Godown a few days ago. They are Chan Fat, unemployed, and Ng Tat-hing, manager of the Chun Kee money changers shop, 8 Prince's Terrace. Yesterday they appeared before Mr. R. B. Lindsey at the Magistrate's Court and were formally remanded till June 6th, on the application of Insp. Grant.

Mr. R. E. A. Webster appeared for the defence.

The charge was that they imported into the Colony from the a.s. Amur Maru four cases containing 60 Lager pistols, 120 spare magazines, 60 stocks, 5,000 rounds of ammunition and 224 rounds of that used ammunition, and 10 cases containing 35 Mauser pistols and 10,070 rounds of ammunition on May 21th, without having a license.

The police did not oppose bail, which was allowed in the sum of \$5,000 each. His Worship made it \$2,500 cash and bonds for the rest.

The full amount of the bail, however, was paid before defendant left the Court.

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PEAK RESIDENT'S ASSOCIATION.

THE SECOND ANNUAL MEETING OF THE ABOVE ASSOCIATION WILL BE HELD AT THE PEAK CLUB ON WEDNESDAY, 11th JUNE, 1924, AT 6.15 P.M., AT WHICH A FULL ATTENDANCE OF ALL MEMBERS AND THOSE INTERESTED IS PARTICULARLY REQUESTED.

New residents in the Peak area who have not as yet joined the Association but wish to do so are requested to apply to the undersigned, care of Messrs Jardine Matheson & Co., Ltd.

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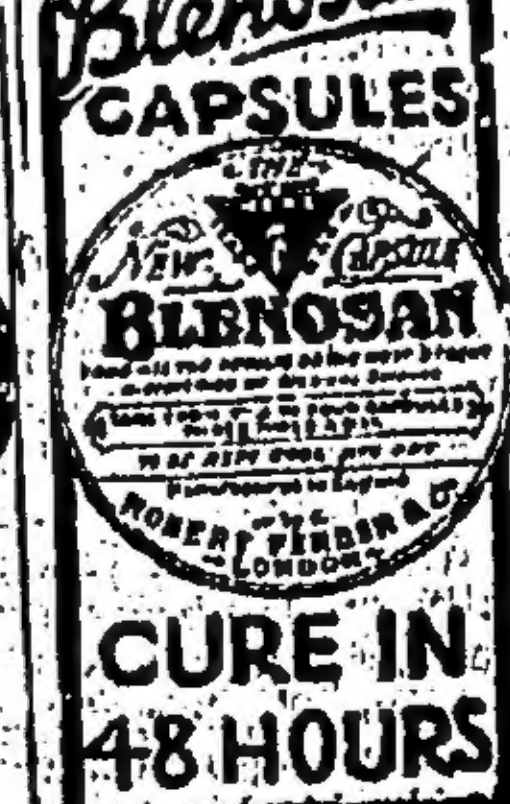
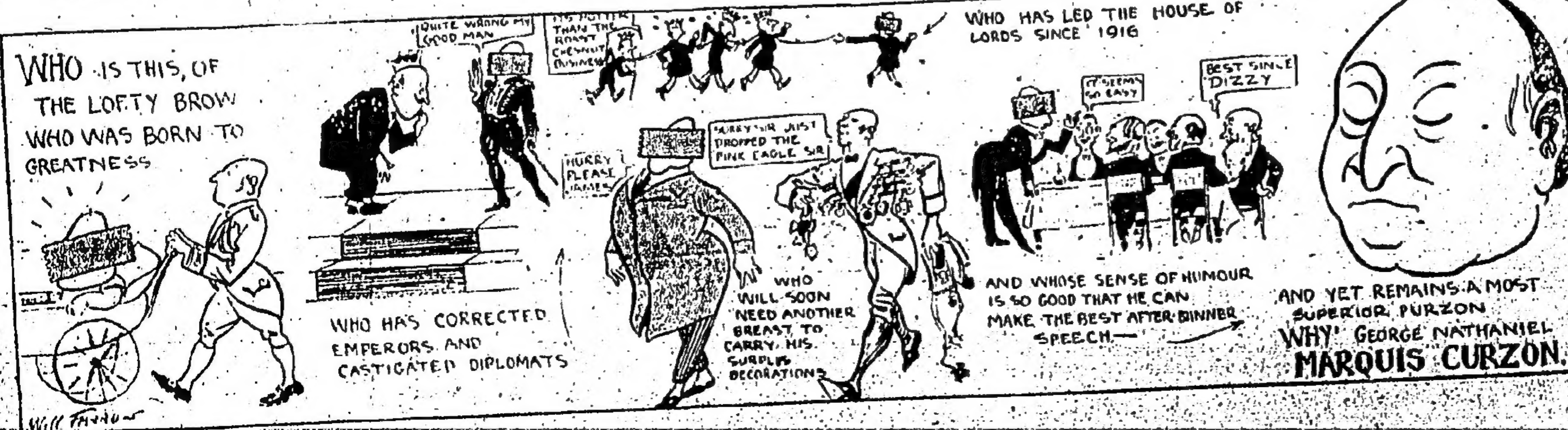
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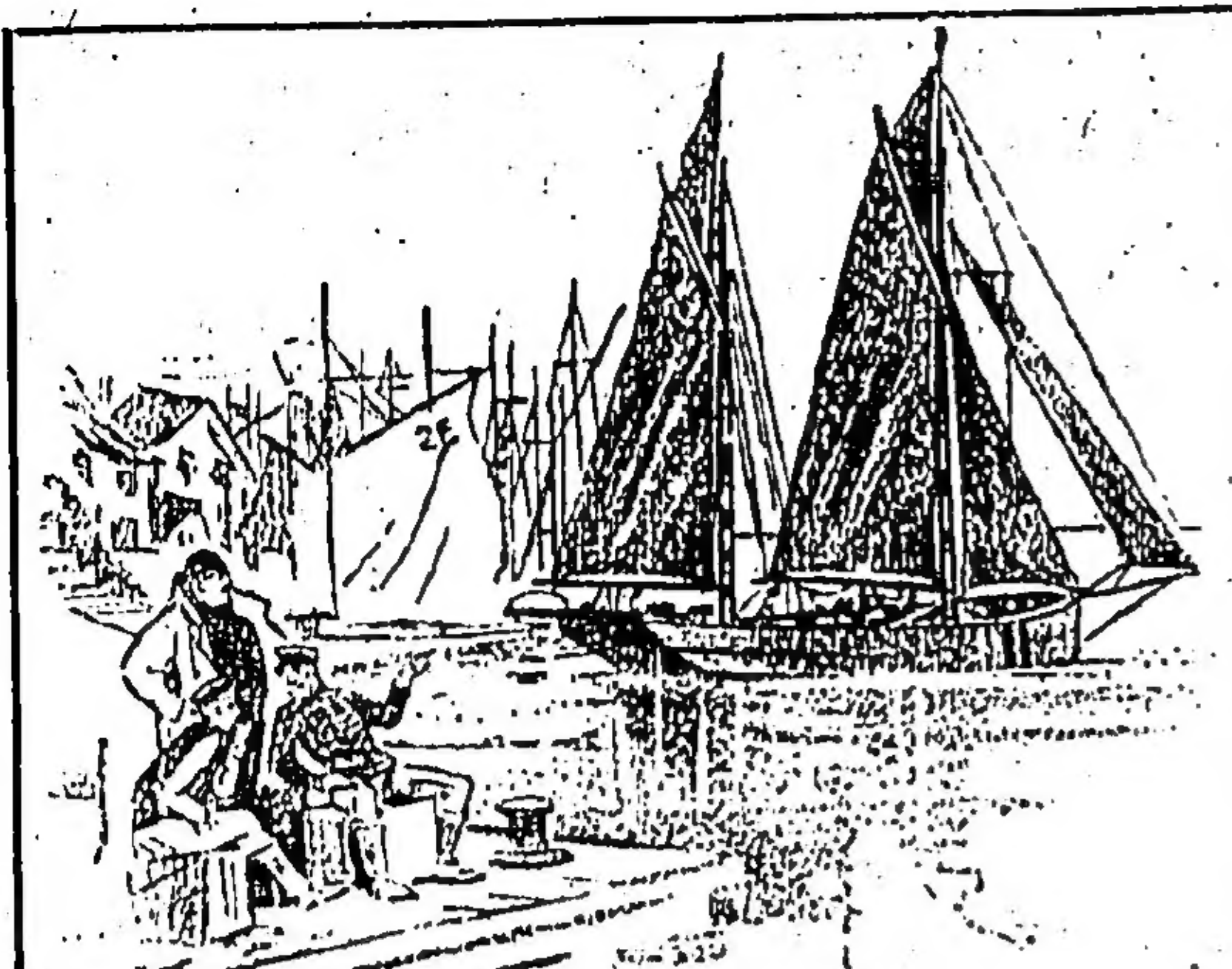
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CHINESE CHAMBER OF COMMERCE.

THE EMPIRE EXHIBITION.

The monthly meeting of the Chinese General Chamber of Commerce was held yesterday afternoon. Mr. Li Pei-kwai presiding. There was a good attendance of members.

Before dealing with the agenda, the Chairman said there was nothing of real importance to be discussed, the meeting being held as a matter of form.

He said the Chinese Wine-dealers' Association had written to the Chamber, complaining against the proposed introduction of red labels to be affixed to jars of wine retailed, in addition to the usual duty-paid labels. The merchants considered that there was no justification for the present label system to be elaborated in the way contemplated. Furthermore, they were of the opinion that the introduction of new labels would cause unnecessary inconvenience.

The Chairman said that last year, when the merchants first approached the Chamber on the matter, representations were made to the Secretary for Chinese Affairs. The Government, however, had made no decision.

The Wembley Restaurant.
A letter from Mr. Wu Shu-kio, the chief organizer of the Chinese restaurant scheme in connection with the British Empire Exhibition, informed the Chamber that two more men were needed by the restaurant.

Apologies of the Exhibition, Mr. Li Pei-kwai said another letter bearing the stamp of the restaurant promoters stated that a woman desired to visit the Exhibition with several young girls and children to join her husband who, she said, was manager of the restaurant.

At the suggestion of the Chairman, it was decided to consult the Exhibition Committee.

Good Roads Wanted.
Reference was made to a letter from the villagers of Shatin, Cheung-muk-tai, and other places in the New Territory, which asked the Chinese Chamber to ascertain whether the Government intended to carry out general improvements to the roads in places whither they go regularly for supplies of firewood.

According to their letter, the villagers have been living on the proceeds of sales of wild trees. Hitherto, the only means of access to the forests has been by sea, which is often perilous in bad weather on account of the small boats used for transportation. Fatal accidents have become frequent occurrences, the latest taking place some months ago, when several women were drowned as the result of the overloading of a sampan. The villagers have now heard that the Government will shortly build new roads to improve the existing means of communication, and have asked the Chamber to verify it.

The Chairman said personally he had heard nothing about the project. The Chamber would write to the Government and then reply to the villagers.

Blasting the Loong Sang.
An announcement was made by Mr. Li Pei-kwai that representations might again be made to the Government with a view to securing a further reduction of the dynamite charges used to demolish the wreck of the s.s. Loong Sang. A letter from a member complained that at 5.15 p.m. on the 18th inst. one particularly heavy charge appeared to have been used, as the effects on his house were more serious than ordinary. Some of the rafters being almost dislodged.

It was stated by the Chairman that many complaints had been made about the effects of the blasting. As a result of protests by property owners and tenants, the Government ordered the dynamite charges to be reduced, but apparently the result had not been regarded with general satisfaction.

BILLIARDS.

THE HO KOM-TONG CUP.

The match for third prize between the two losing semi-finalists in the Ho Kom-tong billiards competition was played last night at the Palace Hotel. The contestants were F. E. Silva and L. Antonio. The former (100) was the winner, beating Antonio (120) by 250 to 188.

Silva's chief breaks were: 51, 33, 22, 18 (9) and 10 (6); and Antonio's 23, 22 (3), 20 and 18.

The final for the Ho Kom-tong Cup is to be played to-night between E. Spry (125) and A. J. O'Connor (225). Play will commence at 8 p.m.

SHUMSHUIPO EXPLOSION.

INQUEST ON THE VICTIMS.

The enquiry into the circumstances of the deaths of four Chinese who lost their lives in the Shumshui explosion on the 13th March, was continued before Mr. E. W. Hamilton, Coroner, and a jury, composed of Messrs. K. M. Fetterly (foreman), Wong Cheuk-kwong and Lei Ping, at the Kowloon Magistrate's Court yesterday afternoon.

A nephew of the deceased Chan Tai-no, stated that at the time of the explosion he was working on board the junk. After describing the methods of loading, the witness said the first time he knew anything was amiss was when he heard shouts of "Fire" from the coolies on the praya. Before the people on board could get the junk away from the sea wall, the cargo had ignited. The witness jumped into the harbour, and the explosion occurred immediately afterwards. Nobody on the junk had been smoking prior to the explosion, neither was there any dynamite on board.

A storekeeper in the employ of the Kwong Wah Hing Godown Company stated that the company had two godowns. Chlorate of potash and sulphate were stacked in one and sulphur in the other. On the 13th March, the company received an order to deliver certain goods to customers. He did not know that the goods were dangerous, and the coolies were not told so, except that they were informed to be careful and not to "rush things." The powder was sent in sacks or barrels according to the instructions of the purchasers. In this instance, the order was for it to be sent in sacks. The powder was taken out of barrels and emptied into sacks. Witness had received permission to break the sacks, but did not do so for the sake of selling them. Chlorate of potash had previously been despatched in sacks.

No Licence.
The Coroner: I put it to you that you have never sent out chlorate of potash in sacks?

Witness: Yes, I have.
The witness went on to say that the upper floors of the godowns were used as sleeping quarters. When bought the barrels had painted on them the words, "Chlorate of potash; Dangerous," in two inch letters. He realised that when he transferred the powder to the sacks the sign was removed. Nothing was painted on the sacks.

Asked to produce his licence for storing dangerous goods, the witness said he did not have one.

A sampan woman gave evidence to the effect that she, together with the deceased woman and two others, were carrying timber from her boat to the praya. She was returning to the sampan, when she heard shouts of "Smoke; run!" She heeded the warning, took to her heels and ran. Soon afterwards the explosion occurred.

Sergeant Goble stated that at about 4.30 p.m. on the 13th March he was at the Police Station when he heard two explosions. He went to the scene and saw the remains of a junk in the water. People were being taken out of the water. Witness obtained a small boat and searched the debris. The body of a Chinese male was discovered. Opposite the wreckage was a heap of chlorate of potash covered by a thin layer of sulphur. There were pieces of bags burning on the heap. About forty feet from the heap, witness discovered the body of a woman with a large wound at the back of the head. Not far away was a large piece of timber which had apparently been blown from the junk.

The enquiry was further adjourned.

Mr. Leo d'Almada watched the proceedings for the Kwong Wah Hing Company.

FEEL FINES HIS SON.

The Earl of Radnor, sitting as Chairman of Salisbury Petty Sessions, recently fined his son and heir, Viscount Falkland, £100 for driving a car without a licence.

LOVE

All men loved her and to all men but one she was a marble—
"She'll be here soon"
T. D. O'N.

CONSIGNEES.

NOTICE TO CONSIGNEES LLOYD TRIESTINO S. N. CO.

The Steamship,
"SILVIO PELLICO"

From Trieste, Venice, Brindisi, Spalato, Port Said, Massana, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 27th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 12th prox. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.
Hongkong 27th May, 1924.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP LONDON & STRAITS

The Steamship
"BENVANNOCH"

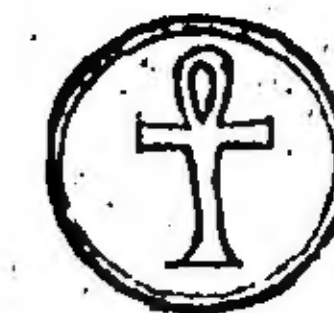
CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 4th June will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 19th June, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the godowns where they will be examined on the 4th June, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON AND CO., LTD.,
Agents.
Hongkong, 29th May, 1924.



The Key of Life

BOVO-LACTIN CHOCOLATE.

By reason of its tonic and stimulating properties CHOCOLATE has been selected as one of the "vehicles" in which to administer BOVO-LACTIN. BOVO-LACTIN consists essentially of animal protein, haemoglobin and milk solids in a most easily assimilated and concentrated form. It necessarily follows that in BOVO-LACTIN CHOCOLATE we have a beverage possessing energizing powers of an exceptionally high degree. IT IS INVALUABLE in all debilitated conditions caused in the healthy by prolonged fatigue or in the sick by disease.

IT IS SPECIALLY INDICATED for all children over one year.

OTHER PREPARATIONS OF BOVO-LACTIN.—

INVALID Bovo-Lactin. The food par excellence in acute illness. Can be retained when all else fails.

Bovo-Lactin ESSENCE. The food for anæmic children and adults.

Supplied by:—

Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary, Colonial Dispensary, The Pharmacy, The China Dispensary, The Kowloon Dispensary.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR MANILA SINGAPORE, AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship,

"ALIPORE"

carrying His Majesty's Mails, will be despatched from this port at NOON on Wednesday the 3rd June, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the day previous to sailing. The contents and value of all packages must be declared.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, May, 29th, 1924.

THE NEW PATENT REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

WANTED

Agents to advertise the
NEW ERA STORE

30, Ice House Street,
by selling books of tickets
in connection with the New
Era Premium Contest.

Interesting and profitable
spare time work, agents
may earn from \$5.00
to \$20. daily.

Full particulars upon
application to above address.

Ming Yuen Studios.

Undertake all kinds of high
class Photographs.

At home work and wedding
groups a speciality.

Call and see Specimens in our
Studios (top floor 14
Beaconsfield Arcade).

Only experienced men employed.

Official Photographers to the
"Hongkong Telegraph"

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET.
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }

State if Box; No is required

WANTED.

WANTED.—4 or 5 Tube Non-Regenerative RADIO RECEIVING SET with accessories, preferably dry cell outfit. Apply stating full particulars together with lowest prices to Box No. 1133 c/o "Hongkong Telegraph."

WANTED.—By English couple furnished flat, small furnished house, or part of furnished house for six months or more, Hongkong or Kowloon. Apply Box 1136 c/o "Hongkong Telegraph."

WANTED.—Two large furnished rooms with verandah & full board by English married couple, Hongkong or Kowloon, with private family preferred. Apply Box 1137 c/o "Hongkong Telegraph."

LADY (English) is prepared to accept of Reputable firm, a position of Private Secretary, or confidential Stenographer (temporary or permanent) fully qualified. Apply Box 1138 c/o "Hongkong Telegraph."

TO BE LET.

TO LET FOR 6 MONTHS.—Peak residence—254 "The Falls" unfurnished, with garden and swimming tank. Possession 1st June, 1924. Apply SANG KEE, New Bank Building.

TO LET.—Centrally situated ground floor premises suitable for a Bank or Shipping Office. Also few office rooms. Apply P. O. Box 259.

TO LET.—Ellenbud Villas. Apply E. T. H. Bunjo, c/o H.M.H. Nemazee, Prince's Bldg.

PRIVATE HOTEL 1, Victoria Gardens, Kowloon, Next door new hotel. Full board from \$4 per day. Special rates for families. Telephone K. 357.

OFFICES TO LET.—Well ventilated and properly partitioned. Apply to Cheo Wo Hong, CHINA BUILDINGS, 6th FLOOR, Queen's Road, Central.

TO LET.—Portion of Ground Floor in "St. George's Building" premises at present occupied by Messrs. Hawthorne and Pearson. Immediate occupation. For Particulars Etc. Apply to HONGKONG & TERRITORIAL ESTATES LTD.

We Issue Pension Investment Bonds.

A Pension for Life, for any amount, and beginning at 50, or 55, or 60.
Small annual deposits.
In the event of death before the pension age is reached, all deposits are returned in full.
A safe and definite investment, yielding an income for life.
Particulars on application.
The Sun Life Assurance Company of Canada,
15, Queen's Road Central, Hongkong,
F. M. WELLER, Manager.



DON'T waste money on flash lamp batteries. Get an Everlite Pocket Lamp; first cost is last; it's a dynamo. Everlite Electrical Co., A. P. O. Building.

NOTICE OF REMOVAL.

WE have this day removed from No. 37, Queen's Road, Central, to the 3rd floor, Bank of Canton Building, No. 6, Des Voeux Road, Central.
LEE & RUSS,
Solicitors.
Hongkong, May 31st, 1924.

NOTICE.

PEAK CLUB.

OWING to the death of the Hon. Mr. A. R. Lowe there will be no dance at the Peak Club to-night.
E. B. J. HORNELL,
(Hon. Secretary.)

NOTIFICATION.

THE offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Friday, the 6th June, 1924.
R. H. R. WADE,
Commissioner of Chinese Customs, Kowloon & District.

York Buildings,
Hongkong, 31st May, 1924.

S. UGELSTAD & CO.

NOTICE TO CONSIGNEES.

M. S. "TUNE"

The above vessel having arrived from Scandinavia via ports on the 30th inst. Consignees of Cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 5th June 1924 will be subject to rent. All broken, chafed and damaged packages are to be left in the Godown where the will be examined on the 4th June 1924 at 10 a.m.
Claims against the ship must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire—Insurance will be effected by us in any case whatsoever.
Bills of Lading will be countersigned by
THORSEN & CO., LTD.
Agents.
Hongkong, 30th May 1924.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—
A. H. Carroll J. F. Grose
M. A. Razack V. Yvanovich
J. W. Kow A. P. Graevs
W. J. Carroll H. M. H. Esmail
O. Kitchell Sen Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares Soo Poi Shao
H. E. Edwards

By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.
Abraham, E. Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Benjamin, V. Perry, I. S.
Birkett, H. Pestonji, R.
Croucher, N. V. A. Potts Geo, H.
Ellis, E. E. Potts, P. C.
Gould, Joseph. Raymond, E. M.
Gutterres, A. A. Silva, P. M. N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Tester, P.
Lammert, H. A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.

POWER

Dubarry in her palmist days gave hold the reigns of government more firmly clenched.
Watch for her
TDOIN

Mrs. SEKAI
MASSAGE

Tel. No. 4483, 2nd floor.
No. 2, Duddell Street, Hongkong.

NOTICE

AMERICAN FIRE & MARINE INSURANCE COMPANY, of highest standing about to commence underwriting in Hongkong invites applications from firms desirous of acting as general agents. Insurance experience and control of a reasonable premium income considered essential. Address applications, giving full information, to Box No. 1134 c/o "Hongkong Telegraph."

Specially Built for
Tone Quality,
Durability,
Workmanship
and Artistic Finish

The
MORRISON
PIANO

Stands alone.

It is the choice of Musicians and prominent people in all walks of life because it meets every requirement. CASH OR EASY PAYMENTS.

Let us show you at
TSANG FOOK PIANO CO.
84 a. Wanchai Road.

"Nobody never helped me afore — and I don't need none now!"

Here is the popular star in a remarkable characterization of a wild girl of the mountain

Gladys Walton

as M'iss in Carl Laemmle's production of Bret Harjo's famous story.

THE GIRL WHO

RAN WILD

also

"THE LEATHER PUSHERS"

(SOMETHING FOR NOTHING)

Sunday Programme

AT THE

WORLD Theatre

HONGKONG JOCKEY CLUB.

THE Half Yearly General Meeting of Members will be held on Saturday 7th June 1924 at 12.30 p.m. in the Jockey Club Rooms, Hongkong Club Annex.

HONGKONG JOCKEY CLUB.

THE Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday 7th and Monday 9th June 1924, commencing at 3.30 p.m. each day. The first bell will be rung at 3 p.m.

The charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday June 6th.

The Stewards invite the ladies of Hongkong to be present.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Tuesday, the 3rd June, 1924.

Hongkong 29th May, 1924.

ELLIS & CO.,
Share and General Brokers,
23, Ice House Street.

Hongkong, 9th April, 1924.

NOTICE.

NOTICE is hereby given that scrip No. 4227 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. Ezra Abraham of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the undersigned and application has been duly made to the Company for the issue of a duplicate scrip.

The public is therefore warned against dealing with the said shares without reference to the undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the undersigned.

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ELLIS & CO.,
Share and General Brokers,
23, Ice House Street.

Hongkong, 9th April, 1924.

NOTICE.



GLADYS WALTON
"THE GIRL WHO RAN WILD"
A UNIVERSAL ATTRACTION

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction on Thursday, 5th June 1924, commencing at 12 Noon at their Sales Room, Duddell Street,
One Cleveland 5 Seater Motor Car 6 Cylinders in good running condition On View on Day of Sale
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 6th June, 1924, commencing at 2.30 p.m. at their Sales Room, Duddell Street
A Quantity of Valuable Household Furniture
(Comprising:—
Teak Dining Table, Dining Chairs, Large Teak Side Board with Bevelled Mirror, Dinner Wagon, Mantel Piece, Book Case, Glass Cabinet, Glass Ware, Brass Ornament, New Carpet Rugs, etc., etc.
Brass Bedsteads, Single and Double Teak Bedsteads, with Mattresses, Single and Double Teak Wardrobes with Glass Doors, Teak Chest of Drawers, Pictures, Ice Chest, Enamelled Bath, etc., etc.
also
One Cabinet Gramophone and few doz. Records
One Cottage Piano by Crowley One Perambulator
Several Pieces of Blackwood Furniture
Catalogues will be issued On View from Thursday the 5th June 1924
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Wednesday, the 11th June 1924, commencing at 3 p.m. at the premises of the Hongkong Tramway Ltd., Bowrington Canal Road East.
The Steam Driven Electric Generating Plant.
consisting as:—
Boilers
Two Babcock & Wilcox Boilers (complete) each having approximately 3,654 square feet of heating surface, evaporating under normal conditions 12,000 lbs. of water per hour.
Working pressure 160 lbs. per square inch.
Both Boilers fitted with chain grate stokers.
Engines
Two 420 B.H.P. Horizontal compound condensing steam engines by Messrs. Yates & Thorn of Blackburn, coupled direct to two 300 Kilowatt Direct Current Dick Kerr Generators.
Volts 550, R.P.M. 100.
Complete with steam piping etc., etc.
One 150 B.H.P. Vertical Compound condensing steam engine, by Messrs. Bolland and Morcom Ltd. coupled direct to one 200 Kilowatt Direct Current Dick Kerr Generator.
Volts 550, R.P.M. 250.
Complete with steam piping etc., etc.
Auxiliary Plant
One W. H. Allen Tandem compound engine, coupled direct to a 20 Kilowatt Direct Current Dick Kerr Generator.
Volts 110, R.P.M. 500.
One Dick Kerr Motor Generator Set.
Motor 550 Volts. Generator 110 Volts. R.P.M. 500.
One Remington two cylinder crude oil engine, direct coupled to a 15 Kilowatt Direct Current Chandoyson Generator.
Volts 125, R.P.M. 400.
Switchboard
Switchboard of highly polished slate completely fitted up for running Generators and Auxiliary Plant.
Catalogues will be issued.
For further particulars apply to the Undersigned.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, 10th April, 1924.

THE Undersigned have received instructions to sell by Public Auction on Thursday, the 5th June 1924, commencing at 12 Noon at their Sales Room, Duddell Street,
One Cleveland 5 Seater Motor Car 6 Cylinders in good running condition On View on Day of Sale
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Wednesday, the 11th June 1924, commencing at 3 p.m. at the premises of the Hongkong Tramway Ltd., Bowrington Canal Road East.
The Steam Driven Electric Generating Plant.
consisting as:—
Boilers
Two Babcock & Wilcox Boilers (complete) each having approximately 3,654 square feet of heating surface, evaporating under normal conditions 12,000 lbs. of water per hour.
Working pressure 160 lbs. per square inch.
Both Boilers fitted with chain grate stokers.
Engines
Two 420 B.H.P. Horizontal compound condensing steam engines by Messrs. Yates & Thorn of Blackburn, coupled direct to two 300 Kilowatt Direct Current Dick Kerr Generators.
Volts 550, R.P.M. 100.
Complete with steam piping etc., etc.
One 150 B.H.P. Vertical Compound condensing steam engine, by Messrs. Bolland and Morcom Ltd. coupled direct to one 200 Kilowatt Direct Current Dick Kerr Generator.
Volts 550, R.P.M. 250.
Complete with steam piping etc., etc.
Auxiliary Plant
One W. H. Allen Tandem compound engine, coupled direct to a 20 Kilowatt Direct Current Dick Kerr Generator.
Volts 110, R.P.M. 500.
One Dick Kerr Motor Generator Set.
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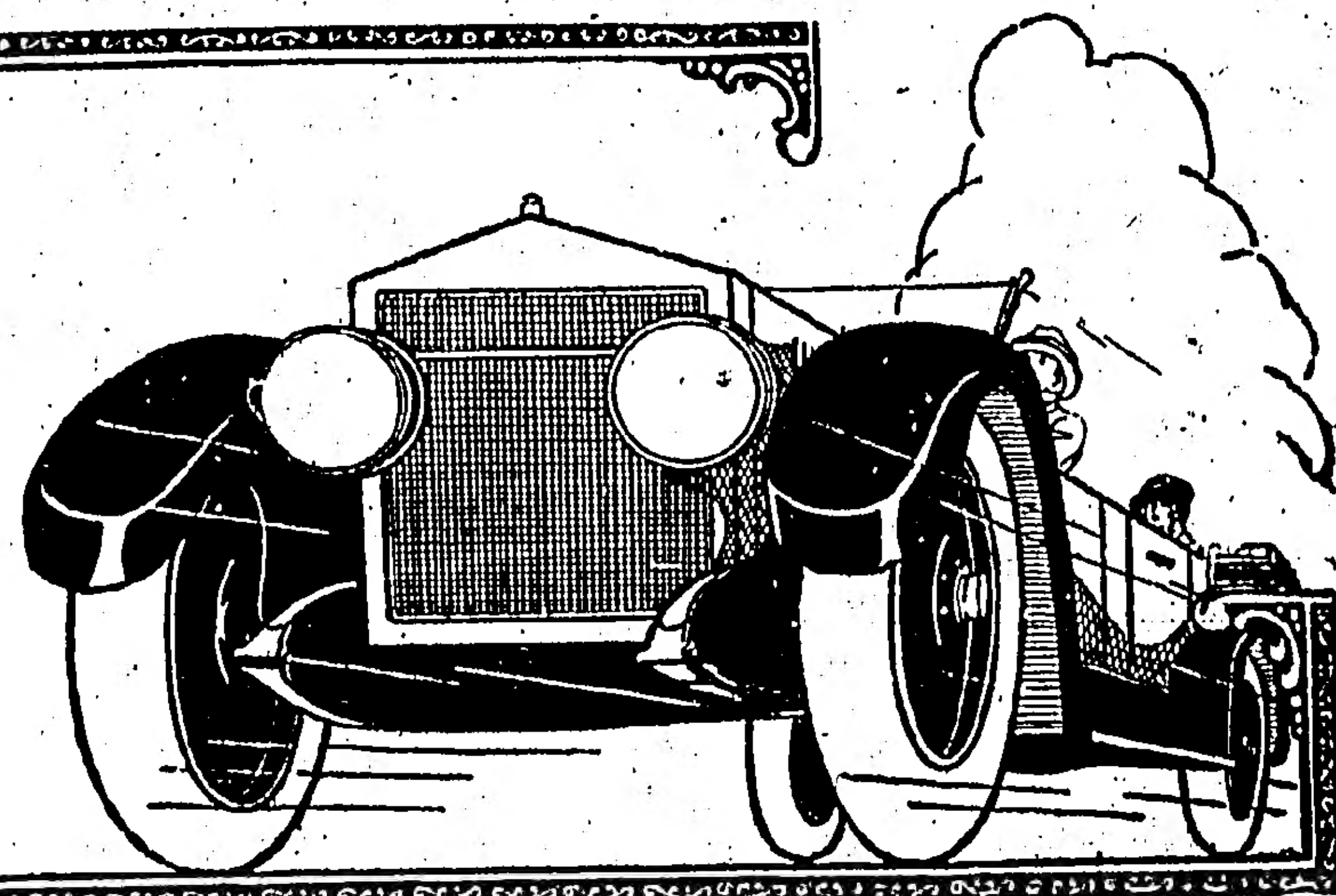
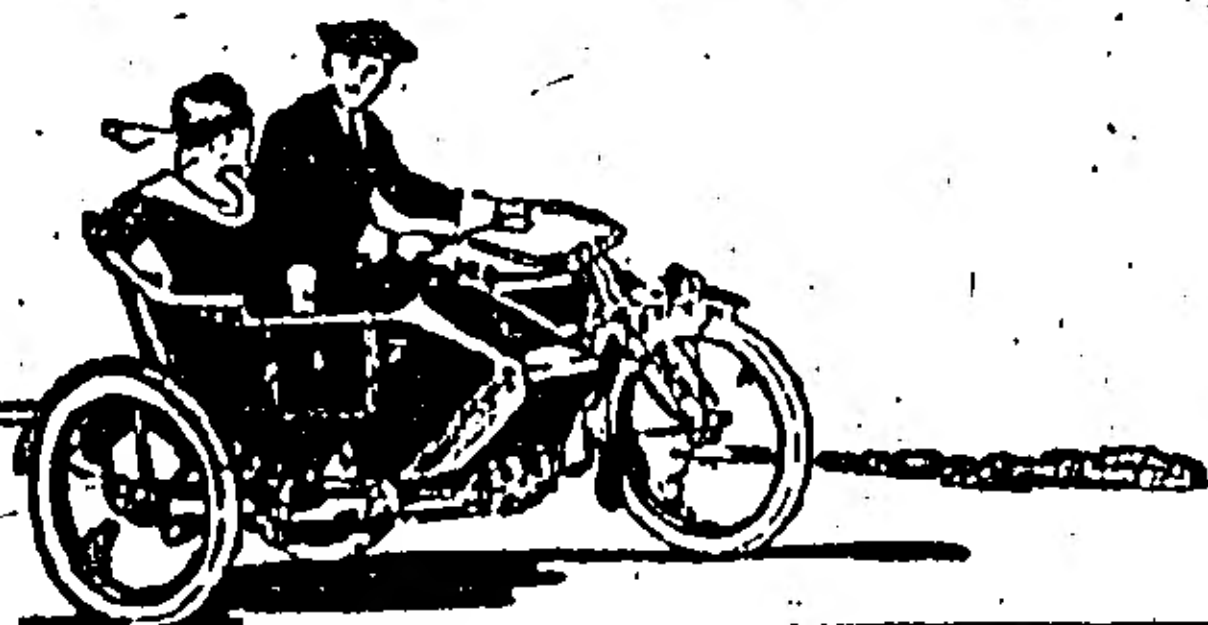
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 31st. May, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Elsewhere in this issue will be found a letter from a correspondent suggesting that it would be a good thing if the Government took over the operation of all motor bus services in the Colony, thereby providing efficient and well-regulated services and raising money to help towards the upkeep of our roads. The suggestion is by no means a new one, but is one not likely to find favour in official circles, we think. The operation of public utility services here has always been left to private enterprise, and general experience proves that, in the main, private operation is cheaper and better than official. That an improvement could be effected in the motor bus services, especially in Kowloon, goes without question and, now that the present services have demonstrated the need for cheap and quick transportation, we fancy the Government will not be long in seeking to bring about improvements. As a matter of fact, we learn that an enquiry is shortly to take place into the matter of Kowloon's communications and the result of such enquiry can, we think, be confidently awaited.

It will be learned with pleasure that our Traffic Department is now submitting drivers of motor lorries to rather strict tests in driving, this action having been brought about by the recent serious accident at West Point, when a heavy lorry, driven by an inexperienced driver, knocked down and killed three persons, besides injuring others. Drivers of light cars who desire to drive lorries will now have to be tested again in order to prove that they are fully qualified to handle heavy machines. A driver may be a good driver of one type of car but know almost nothing about another type and it is only reasonable that on making a change he should be tested again. On Monday morning last we witnessed a new lorry driver being tested up at the Central Police Station. He was made to go up the gradient to the compound in reverse gear and otherwise was submitted to a thorough test. This is the kind of thing that makes for safer traffic.

For only a few days the new models of the Matchless motor cycles were on view in the showroom of the Garage Department of the Hongkong and Shanghai Hotels, the reason being that they have been sold. Arriving in the Colony on Saturday, they were sold by Tuesday. Good work! One 3 h.p. solo (electrically equipped) model and one 5 h.p. with sidecar (electrically equipped) model have so far come to hand and found purchasers. More models are on the way, and these will probably be bespoken early on. The Matchless motor cycle is one of the most outstanding examples of British engineering production, and represents lasting value combined with efficiency of design at a moderate price.

It is pleasing to note that a greater demand is springing up locally for cars of British manufacture. The Garage Department of the Hongkong Hotel has sold all its Arrol-Johnston, Gallop and Armstrong-Biddle, stocks, and we are informed by the Manager that enquiries are afoot regarding the new deliveries expected shortly. There can be

no question that British cars do represent sound value for money, are economical in upkeep and are well worthy the attention of all who intend becoming owners. If taxation in Britain had not forced manufacturers to go in for low-powered cars, it is safe to say that British motoring products would have been much more universally sought after than now. High-powered American cars have had practically an open field up to now, but British cars, notwithstanding the manufacturers' difficulties, are coming into their own.

The following new members have joined the Hongkong Automobile Association during the past week—

A. L. Terry
B. E. Farrell
G. J. Tarrant
W. E. Orchard
Mrs. Poon Leung-nai
E. Thompson
J. M. da Rocha
Lau Lim-yeung

It is pleasing to note that the Public Works Department is continuing its work of improving the condition of the Pokfulam Road. After quite a considerable stretch had been re-surfaced, work was discontinued, and from the University there is still a rough surface for some considerable distance. It is to be hoped that the present operations will not be discontinued until the whole of the road from the University onwards has been treated.

Last week we had occasion to comment on the lack of indications by night that a particular part of any road is under repair. This week the "hair-pin" bend on Stubbs Road, where it is intersected by Bowen Road, has been in the hands of workmen and on several nights unusable portions of the road have been left for the night with never a warning lamp or anything else to indicate the need for special caution. A steam roller, tar buckets, half the road several inches higher than the other, a hair-pin bend—surely a combination of conditions warranting the placing of a lamp or two? Is the Government aware that the sufferers in any accident arising out of such negligence are entitled to sue for damages?

Three years imprisonment for each of the motor bus drivers concerned in the motor bus collision near Un Long is, we think, a punishment sufficiently salutary to have its effect on motor bus drivers generally. But one is entitled to ask: "What about the owners, who caused the buses to be taken out in an unsatisfactory condition?" We have lately urged the necessity for all public motor conveyances to be subject to inspection by qualified officials and the case referred to above brings out clearer than all verbal argument the existence of such a necessity. Many of the motor buses in Kowloon are not worthy of being on the streets and passengers who ride in them are unnecessarily endangered. We want periodic inspection by competent officials with the power to order any vehicle off the road for overhaul if it is in unsafe or faulty condition. As we have pointed out before, our

OUR MOTOR BUS SERVICES.

A READER'S SUGGESTION.

Sir.—There are many motorists besides myself who are wondering what is the Government's intention with regard to the motor services of the Colony, such as those operating in Kowloon and to Aberdeen. I understand that the Government has not shown its willingness to renew the licence and that, in consequence, the Company has abandoned a project to purchase a number of English buses to replace those at present in use.

The thought has occurred to me that it would be a good thing if we had one concern operating all motor buses in the Colony, such concern to be a Government one. I think the suggestion is worth the attention of everyone interested in the development of the Colony. If such a suggestion were adopted it would automatically do away with all bus racing each other and endangering the lives of passengers and pedestrians. It would also provide efficient and comfortable services working to a proper schedule. Another important point to be considered is the revenue which the Colony would derive from the undertaking.

There are scores of city and town councils in England which lessen their local rates considerably by the profits derived from their municipal buses, and if they can earn profits then I think this Government could, seeing the thickly populated districts which would be served, I think such profits could be devoted towards the upkeep of our roads.

Recommending the suggestion to those concerned and thanking you for inserting this letter in your "Motor Supplement."

Yours, etc.,
FOR BETTER SERVICE.
Hongkong, May 28th, 1924.



This picture shows David Katz, the heavyweight taxi driver of America, tipping the scales at 457 pounds. He was fined in a Brooklyn court the other day for obstructing traffic.

rickshaws are examined, so why not our motor buses?

The May issue of *Asiatic Motor* is now being distributed to members of the Hongkong Automobile Association, and those who have not yet received them should apply to the Hon. Secretary.

TESTING MOTOR BUS.

Remarkable Angle of Tilt.



What is the angle to which a double-deck omnibus can be tilted from the ground without overturning? Certain tests have been conducted in the past in order to arrive at an answer to this question, although we think that few road travellers would credit the extent of the angle to which such a vehicle can be tipped with absolute safety.

With a view to ascertaining the stability of the double-deck motorbuses which they employ, the Aldershot and District Traction Co., Ltd., recently carried out a striking test at their Hill-mote Road garage in Aldershot. For the purpose of the experiment the top of a bus was weighted to represent a full load of passengers, 140 lb. of shot being placed on each of the nine seats. The near-side wheels were then jacked up and wooden piles placed beneath them. When the vehicle was actually on the balance it was at

the almost incredible angle of 42 degrees, and the edges of the outside tyres on the near wheels were as much as 4 ft. from the ground. The bus is shown tipped at this angle in the picture which appears above.

The tests were conducted to meet the requirements of the Ministry of Transport, and the deductions made therefrom offer reliable proof of the stability of the modern motorbus. Incidentally, the tests at Aldershot serve to give convincing evidence of the strong construction of the chassis, as, naturally enough, a tremendous strain was thrown on it, and particularly on the wheels.

We should add that the vehicle chosen for purpose of the test was a Dennis, of which make of motorbuses the Aldershot and District Traction Co., Ltd., have no fewer than 96 in regular service.

RACE OVER MOUNTAIN TRAILS.

PLUGHING THROUGH DEEP SNOWS.

At the beginning of each year, there is a hotly contested race in the Yosemite Valley of California (U.S.A.).

Unlike most races, the course is not conditioned in advance to enable the racers to attain great speed. Nature alone prepares the course—making it extremely difficult by the heavy blanket of snow she throws over the valley. The finish line is the entrance to Yosemite Park, high in the snow-clad Sierra Mountains. The necessity of climbing mountain grades and bucking huge snow drifts, in order to reach this goal, is indeed a task which severely tests the stamina and power of the cars and their drivers.

This year, as in preceding years, the annual pilgrimage was made over snow-tortured roads. And, as for three years previous, the touring car to win the laurels was a Studebaker stock model—this year a Studebaker Big-Six, driven by Mr. B. M. Gregory.

When the Studebaker Big-Six thrust itself triumphantly into the entrance of the park, Chief Ranger, F. S. Townsley greeted them with the statement that he was not surprised that the race should be won again this year by a Studebaker car. "Although the roads are just about impassable, we were looking for you," said the Chief Ranger, as he shook hands with Mr. Gregory.

According to Pilot Gregory, the snow was heavier and road con-

ditions were more difficult this year than in any previous year. The Big-Six showed fine climbing qualities and ran faultlessly throughout the strenuous race," said Mr. Gregory. "Several times we had to back away and charge, the snow like a battering ram; then we proceeded on. It was a great honour for a Studebaker to win this mountain race for the fourth time in succession."

It is interesting to note that following the Studebaker Big-Six into the park was a Studebaker Light-Six touring car, driven by Mr. William J. Silva, of Modesto, California. So Studebaker has the distinction of having not only the first, but also the second touring car into the park this year.

The general utility of the one-ton truck in almost every business or commercial undertaking is too well known to call for elaboration; but those who are considering the possibility of changing to motor traction or of replacing antiquated vehicles will be interested to hear of the Morris truck, which will shortly make its appearance. This is fitted with the standard 14-28 h.p. engine, with transmission adapted for the heavier demands of a truck. Among noteworthy points are large brakes and very large pneumatic tyres, a remarkably strong chassis frame, and total enclosure of all working parts. The price has not yet been definitely settled, but it is to be very moderate. A whole factory, that recently employed by Messrs. Wrigley and Co., Ltd., has been taken at Birmingham for the production of the new truck.

THE NEW ESSEX.

SUCCESSFUL LOCAL TRIALS.

We have lately had opportunity of testing one of the new six-cylinder Essex touring cars. It no doubt came as a surprise to many when Essex-Hudson Motors announced a new six-cylinder side by side valve Essex to take the place of the old overhead valve four-cylinder car, but their confidence in the reception of the six was perfectly justified, for without doubt it is much better than the old Essex in every way and is one of the most fascinating cars we have ever handled.

The engine is a six-cylinder, 258th. bore X 5" stroke, 130 h.p., side by side valves, Hudson super-six design crankshaft 2 1/4 ins. diameter with three main bearings, split skirt aluminium pistons, camshaft and accessories, driven by silent chain, thermo-syphon cooling with radiator shutters and pump and splash lubrication, American Bosch ignition starting and lighting system, with automatic advance for the coil ignition. The power is transmitted through a multi-disc clutch housed in the flywheel and running in oil to a three-speed and reverse gear box. Then by means of a tubular propeller shaft with Spicer universal joints to the semi-floating Tinkam bearing rear axle. Hand and foot brakes on rear wheels. Steering worm and wheel and chassis lubrication by the Hudson system of large oil cups. The body is of pleasing design and in conjunction with the disc wheels of the car forms a very nice looking vehicle.

On taking over the car we were immediately impressed by the comfortable upholstery and ample leg room provided in both front and rear seats. The seats and back are pitched at such an angle that fatigue and cramp are entirely abolished. The engine started immediately, the starter button was pressed and proved, when running, to be vibrationless and noiseless. Going through the gears we were struck by their ease of changing and the silence of the gear box on the indirect ratios. This

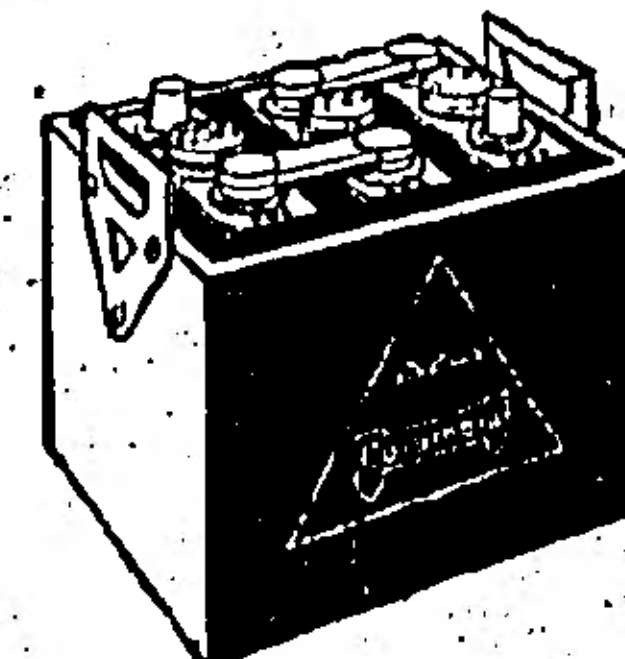
silence is a valuable feature found in comparatively few cars, and though there are few hills that would bring the Essex off top yet the silence would be very appreciated when climbing a long hill on second. The car really does steer as easily as a bicycle almost, added to which this new member of the Hudson family retains in full that flow of smooth power of the super-six. This combination with the low hung body and chassis and the extreme liveliness of the highly effective motor makes the car an invaluable machine for Hongkong with its thick traffic and tortuous roads.

We tried the car on Stubbs Road where it treated the gradient with a contemptuous indifference on top, and while turning the corners it was particularly noticed that the body remained on an even keel and had no tendency to sway and throw its occupants from side to side. On one particularly atrocious piece of the road near Wan Chai Gap the good springing and upholstery were amply demonstrated. The car sailed over the lumps in a series of gentle undulations with no pitching and tossing—a most remarkable suspension for a car with no shock absorbers. A good steering look is provided and complete turns and handling in general are an extremely easy matter.

During the above run an accurate account of the fuel consumption was kept and the extraordinarily good figure of 25-26 miles per gallon resulted. Fuel consumption is a very large item in the running costs of Hongkong cars, and a car which combines the economy of operation of the Essex with its fascinating should make hosts of friends and admirers.

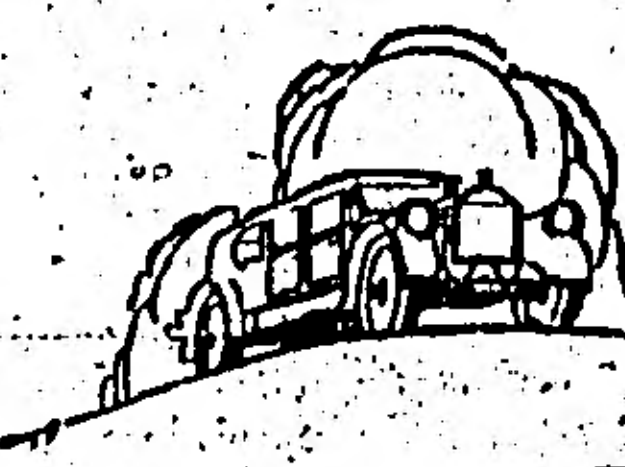
The Dragon Motor Car Company are the agents and we understand that they are trying to get the makers to fit balloon tyres. Though it is rather gilding the lily, balloon tyres would no doubt be an added advantage, but as the makers have only a large output of standard cars to depend upon for their profits, we rather doubt whether they will fit them. For the price—\$2,375—the car represents really astounding value.

Columbia Storage Battery



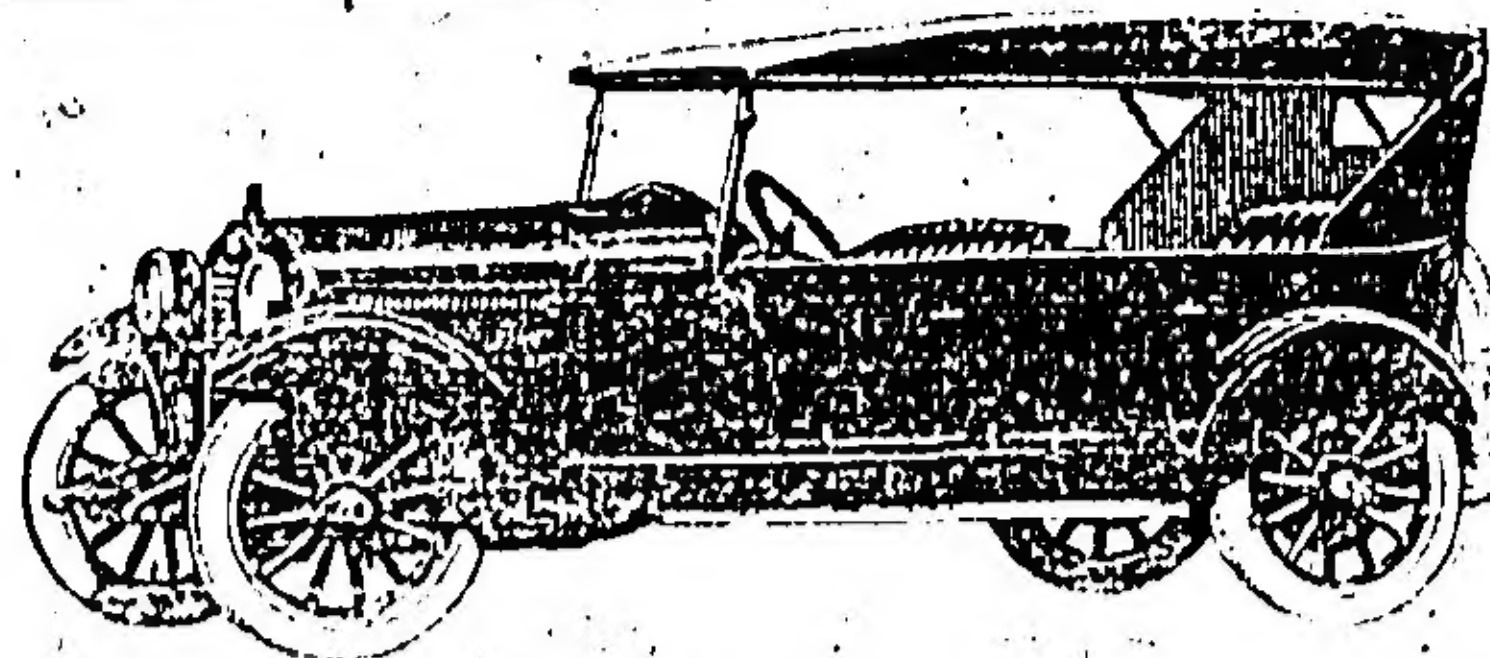
INSTANT response—quick starts, bright lights, dependable ignition—all are assured with a COLUMBIA Storage Battery. Our stock is complete; let us show you the proper size for your car.

THE DRAGON MOTOR
CAR COMPANY, LTD.



The New ESSEX

5-passenger Essex Touring,
complete with Disc Wheels,
Cowl Lamps, Five Cord Tyres,
and Nickel Trimmings.
\$2,375



A Six-Built by Hudson

Note How Experts Praise It

"Hudson has produced a super Essex. It looks like the proverbial knockout."—From *Automobile Topics*.

"The New Essex is a revelation of performance, ease of riding and of smoothness."—From *Motor Age*.

"Steers easily, even on loose gravel at 50 miles per hour."—From *Motor World*.

"A wonderful value—a car of which Hudson engineers have a right to be proud."—From *Motor Life*.

"Possesses qualities I didn't believe could be incorporated in a closed car at the price."—H. A. Tarantous, in *Motor (U.S.A.)*

2500 New ESSEX Buyers Each Week Throughout the Country

THE DRAGON MOTOR CAR CO., LTD.



Latest Models on View at our Show Room
and Service Station. Come and see them.



Wong Nei Chung Road, Happy Valley.

Telephone Central 3950.

BUICK'S MESSAGE to the INDUSTRY

EVER since its founding, over twenty years ago, Buick has recognized a two-fold responsibility—a responsibility to those who buy its product—a responsibility to the industry of which it is a part.

Buick's manufacturing and service policies, therefore, have been shaped to the end that every Buick owner might realize the maximum out of his investment as measured in terms of uninterrupted, comfortable and dependable, personal transportation.

Buick's responsibility to the industry has likewise assumed very definite form. In addition to improving constantly car construction and design, Buick has bent every effort towards the originating and developing of mechanical improvements that would react not only to Buick's benefit, but would provide a definite contribution to the industry as a whole.

How fully the public recognizes the consistency with which Buick has lived up to its responsibility is manifested by the fact that for the sixth consecutive year Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business.

On this particular occasion, Buick renews its pledge—that it shall maintain, with all of the tremendous resources at its command, Buick's position as the Standard of Comparison.

SOLE AGENTS

THE HONGKONG & KOWLOON TAXICAB CO., LTD.

Telephone No. 1036

FOR BATTERIES.

Batteries should never be allowed to stand for any length of time without charging.

In Norway the poor condition of the roads and the unusually severe winters have retarded the use of motor vehicles to a marked degree. There is at present a well-defined movement for better high ways and snow-clearing apparatus, so that within a short period of time it is believed that automobiles will be the logical means of transportation in that country.

CLEAN HEADLIGHTS.

Mud splashes on the headlight glass should be gently soaked off with plenty of warm water and a soft cloth or soft sponge. A few drops of household ammonia in the water will aid in thoroughly cleaning the glass but the ammonia must not be allowed to get on the finish of the car.

With the establishment of large industries away from the usual industrial centres the use of motor buses will become more frequent, both for carrying passengers and merchandise.

CARE OF THE TOP.

Because a top develops weakness from rough travelling and the heavy winds that a car encounters when driving through the open country, it is advisable to inspect this part to keep it in proper condition.

An old resident of Alaska had never seen a motor car. One day he was astonished to see one go by, but was dumfounded when it was followed by a motorcycle. "Gee, whiz!" he said, "what a 'posed that thing had a colt!"

RECKLESSNESS.

HOW TO STOP IT.

Recently whilst welcoming the proposals of the new Criminal Justice Bill relative to motorizing offences, says a Home writer, I explained the correlative urgency of ensuring the just administration of such provisions.

There is another feature of the scheme which merits constructive suggestion, and in regard to which I put forward the following idea. First of all, let us appreciate the difficulty. We strike it in endeavouring to answer the plain query: "What is reckless driving?"

To the legal mind "reckless driving" is—just "reckless driving." Let the might of the law bear conclusive evidence of reckless driving—and it will know how to deal with it according to formula. So far, so good; though not so very good, because it does not go far enough.

A DISTINCTION WITH A DIFFERENCE.

To the really experienced motorist—and one could hardly expect the legal mind to share the knowledge—there is a distinct two-fold differentiation to the basic offence of "reckless driving." I must coin nomenclature to try and make it clear to those whose practical experience has not brought the knowledge.

There is, then (a) Culpable Reckless Driving, and (b) Non-culpable Reckless Driving. Each must be eliminated by the State—but I submit that, alike in the interests of the State and the offenders, the type of deterrent be varied.

The culpably negligent driver is the one who, despite adequate experience, indulges in reckless driving through the selfish action of placing his own immediate desires prior to the welfare of other users of the King's highway; or others who might reasonably become involved in danger through his action, as different from pronounced contributory negligence of their own.

That is the type of driver, luckily a very small minority, we term a "road hog," and he justly merits suppression, by the full severity of the law.

LACK OF ROAD SENSE.

But those of us who have "lived on the roads" for over 20 years, been driven by others, given driving lessons, and closely studied the general aspects of the problem, know that the other species of reckless driving is far more common.

I have called it non-culpable. Shall I amplify that by calling it the reckless driving of inexperience, the lack of road sense, the physical and mental inability to appreciate to an average degree the potential dangers of car driving?

It is in such sub-normality that you find the bulk of dangerous driving. I have seen crass ex-

amples of dangerous driving—apparently egregious—taken the number of the car, had inquiries made, and found that the "culprit" was a person as little likely to indulge in culpable negligence, to the danger of others, as I am to turn anarchist. Yet he or she was unquestionably guilty of dangerous driving, and if continued as a habit would be bound to cause an accident sooner or later.

COMPULSORY INSTRUCTION.

But in their innermost conscience such drivers are conscience free—they know not what they do. It is none the less the bounden duty of the State to eliminate their wrongful activities. And this is how I suggest the problem should be tackled.

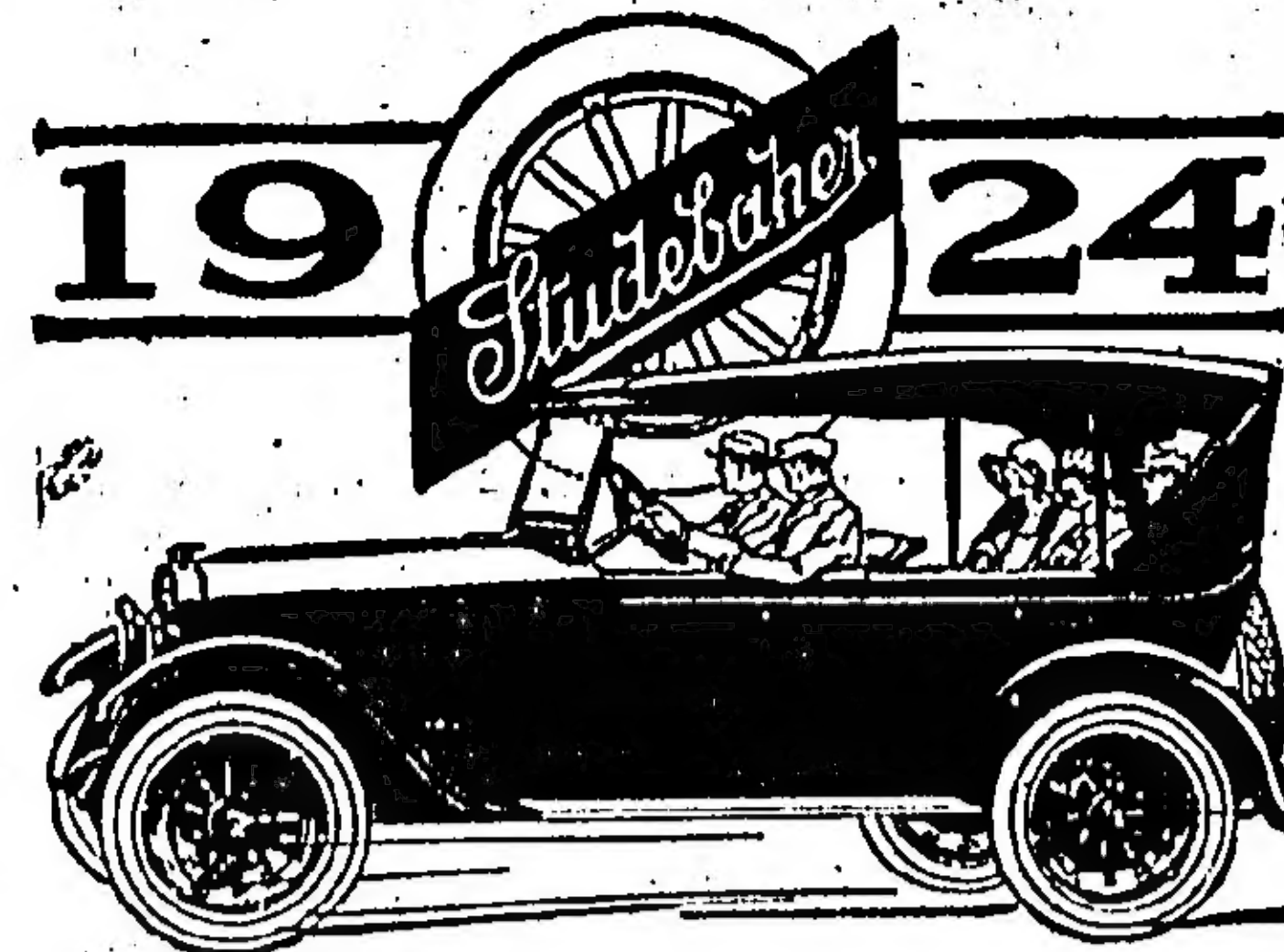
A reckless driving case must be adjudged as (a) culpable, or (b) non, or only partially, culpable. In the first case, the proposed new law is obviously desirable. In the second case, I would—on my way—pass judgment as follows:—

Your driving methods have been conclusively proved dangerous. Your driving license is suspended definitely for a month, and indefinitely until renewed under these terms. After the expiry of the said month you can apply for the grant of a new driving license if you can produce a Certificate of Driving Ability from the Royal Automobile Club. In the meantime you may drive a car only when accompanied by an official driving instructor whose name appears on the list of R.A.C. approved driving instructors. If you are at any time caught driving a car otherwise than as now stipulated, you will go to prison for a month without the option of a fine.

For eliminating the driver who "cannot appreciate danger" that is surely a much more effective method than imprisonment, and, in the circumstances I have outlined, it is also more just. The oft proposed driving tests are impracticable and unnecessary for general application. In this way I suggest they would be distinctly beneficial—alike to the State and to other motorists.

CHILE USES BUSES.

The motor bus is rapidly coming into general use in Chile. Although two years ago the use of the motor bus was almost unknown in Santiago, Chile, the number now registered at the local license office is 419; of this number 378 are American made. As meters are practically unknown the use of these recording devices is optional, and when the supply is obtainable in quantity their use will be made obligatory. At the present time about 1500 meters are needed in Chile, and contrary to the usual custom it is likely that they will be sold instead of rented. This may cause some confusion at first; but no doubt continued use will solve the problem satisfactorily.



1924 LIGHT SIX FIVE-PASSENGER TOURING CAR

Price \$2,700

Completely equipped.
Colour, Green or Black.
New Models Arrived.

Before deciding on your car obtain specification
And let us demonstrate a 6 cylinder Studebaker.

The Worlds Greatest Light Weight Car.

Tel. 32 HONGKONG HOTEL GARAGE Tel. 32
THE HONGKONG AND SHANGHAI HOTELS LTD



"Yessir--I Know Just [Who] Can Doctor Up Poor Little Flivver."

— and I know that when the DRAGON MOTOR CAR COMPANY cures a car's aches and pains that car stays cured.

"Another reason why I'm going there is because I won't have to hook the family jewels to pay a big repair bill.

Their up-to-date equipment gets the job done quick and saves me money."

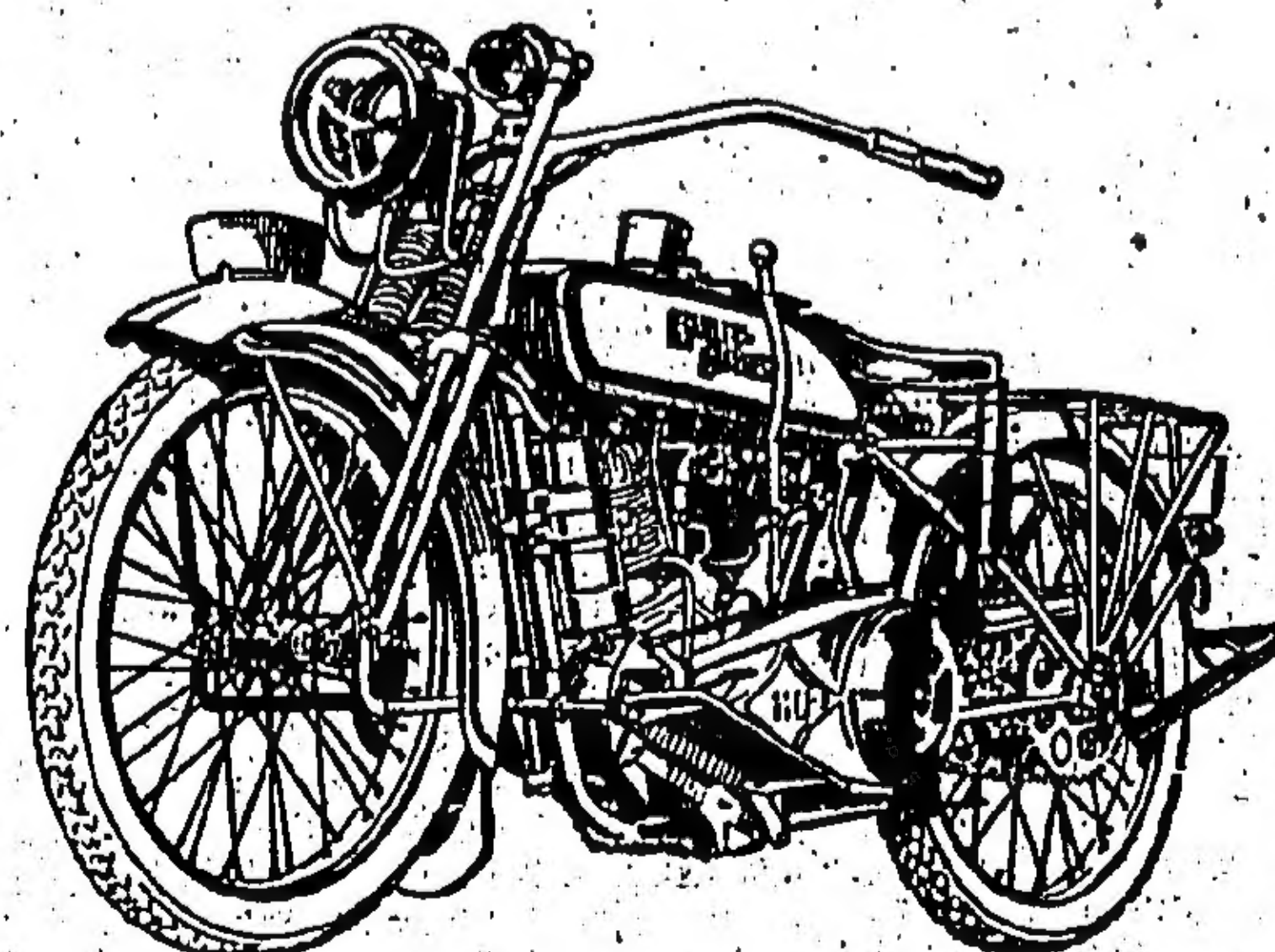
The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone Central 3950.

A. J. Allison, Service Manager.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.

Sole Agents, Tel. 781.

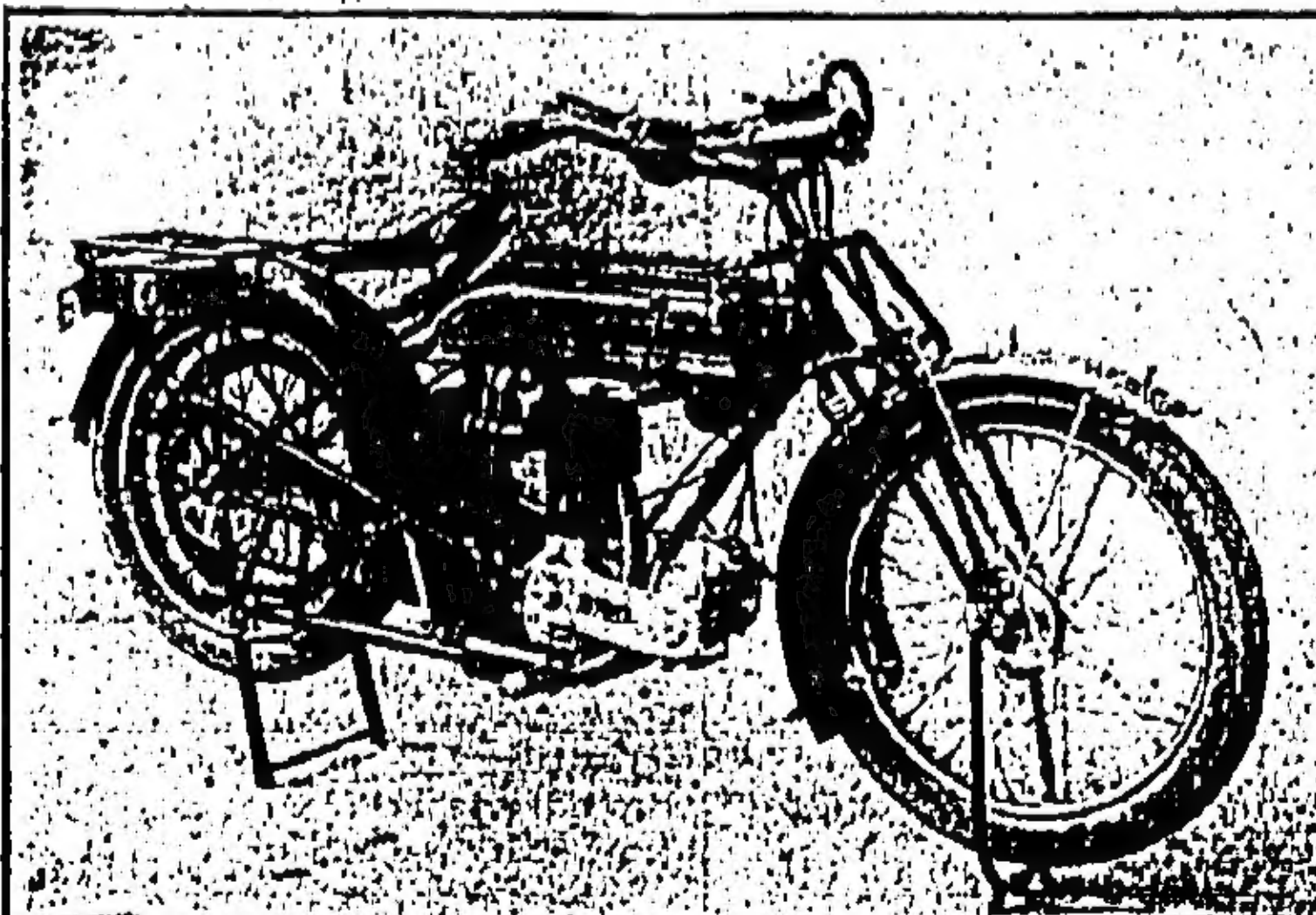
TRIUMPH

The tremendously increased demand for Triumph Motor Cycles is striking evidence of their vast and ever increasing popularity:—

* 51 h.p. Model S.D. Dynamo\$800.00
499 h.p. Model R. O.H.V. Dynamo.....\$820.00
23 h.p. Model L.S. Dynamo\$675.00
23 h.p. " L.W. "\$335.00

Triumph models are equipped with Lucas Dynamo Lighting Sets.

* Delivery from Stock.



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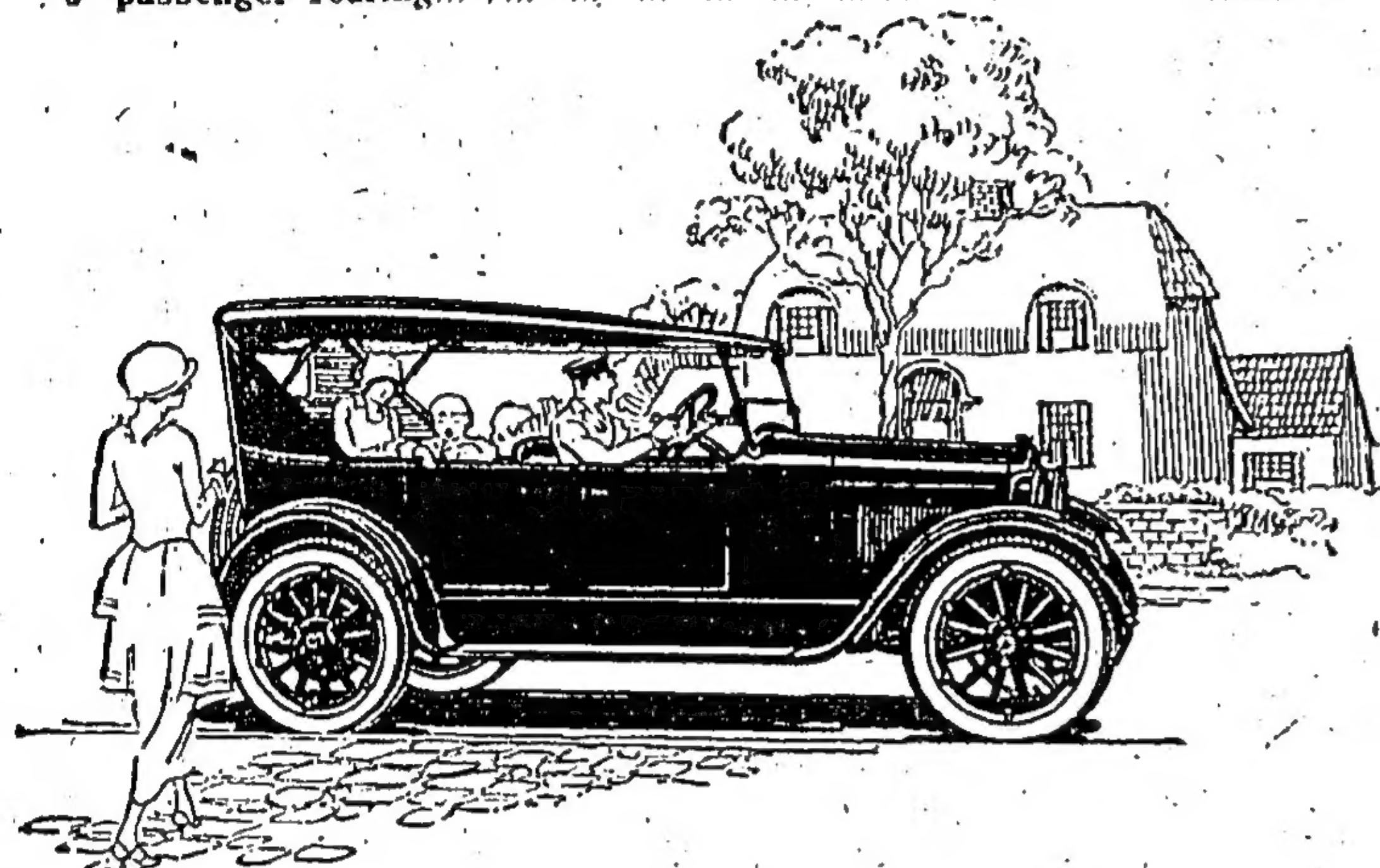
Alex. Ross & Co., (China) Ltd.

Bank of China Buildings.

DODGE BROTHERS MOTOR CARS

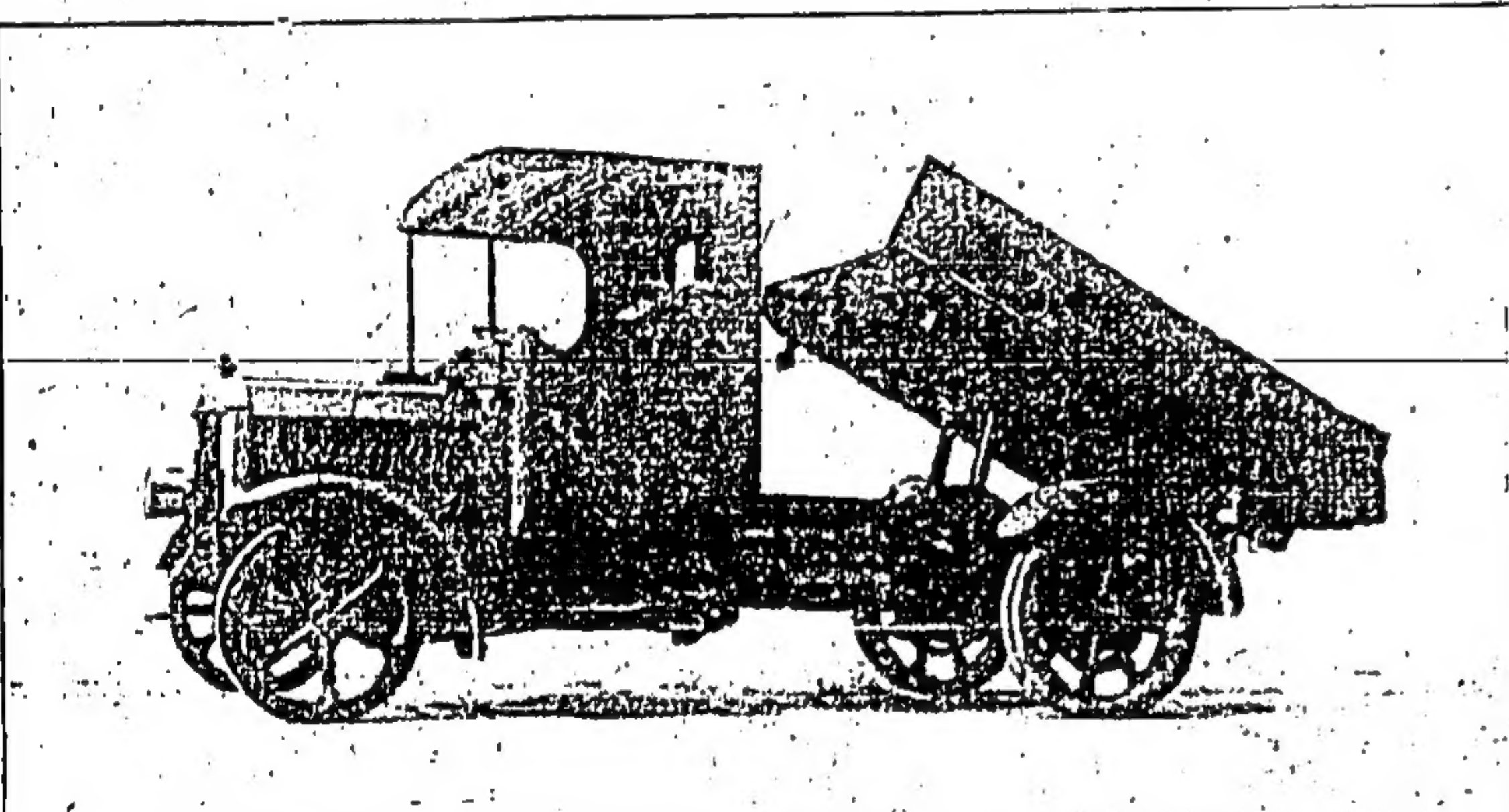
Those who have driven the Touring Car longest are its most enthusiastic advocates. They know from experience that with reasonable care the Touring Car will serve them faithfully for many years. They were not surprised when Dodge Brothers recently announced that more than 90% of the million vehicles they have built during the past nine years are still in active service. Yet this astonishing record is probably the highest tribute that has ever been paid to a motor car.

STANDARD MODELS.—Complete with five Disc Wheels and five Cord Tyres:
3-passenger Roadster \$2,400
5-passenger Touring \$2,450
SPECIAL MODELS.—Complete with Nickel-plated Radiator Shell, Cowl Lights, Nickel-plated Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Seuff Plates, Motometer and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five BALLOON TYRES:
3-passenger Roadster \$2,650
5-passenger Touring \$2,700



The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office and Show Room:
Wong Nei Chung Road (Happy Valley). Telephone Central 3950



USERS' CONFIDENCE IN DENNIS LORRIES.

THE Co-operative Societies of Great Britain have OVER 400 DENNIS VEHICLES IN DAILY USE.

EXPERIENCED lorry users KNOW lorry value in terms of carrying power — through actual performance of one lorry against another.

They know that Dennis lorries do the most work for the least money, and they back that knowledge by increasing their equipment year after year. Purchasers of one or a few lorries can safely follow their example.

DENNIS

Sole Agents —

Alex. Ross & Co., (China) Limited.

Bank of China Building, Duddell Street. — Telephone C.2437.

NEW BRAKE PATENTS.

BRITISH AND BELGIUM
ENGINEERS DEVELOP
NEW TYPES.

Two four-wheel brake patents, one in Belgium and the other in England, have many interesting features. A Brussels engineer has developed a method by means of which the brake camshaft lever has connected to it a cable which passes round a pulley, the axis of which may be fixed in any position in a slot in the front wheel. When the pulley is placed coaxially with the steering pivot, the brakes are not affected by steering movements, but by moving the pulley to other positions in the slot the braking effect of the inner wheel on a curve may be made either greater or less than on the outer wheel.

The English patent relates to a form of servo-mechanism. Two concentrically arranged brake drums are provided and the anchor plate of the shoes operating on the smaller drum is free to move around the common axis of the drums; by its movement it applies the second brake, consisting of a pair of shoes in the outer drum. The brake lever applies the smaller pair of shoes and the consequent movement of the anchor plate applies the outer pair of shoes through toothed segments formed on the anchor plate and the end of a lever connected to the brake camshaft of the outer shoes. The specification provides for the angular movement of the anchor brackets of the rear wheel brake shoes to apply to the front wheel brakes, and the brake shoes may be replaced by brake bands.

DRAIN THE OIL.

To keep an engine in first class condition the crankcase should be drained every 500 miles.

TAX IN DENMARK.

All passenger cars sold in Denmark will be subject in the future to a graduated sales tax of 15 to 30 per cent. of the value. This tax will be in force until Jan. 31, 1925, and will be an addition to the horsepower tax, now in force.

BUSSES INCREASE.

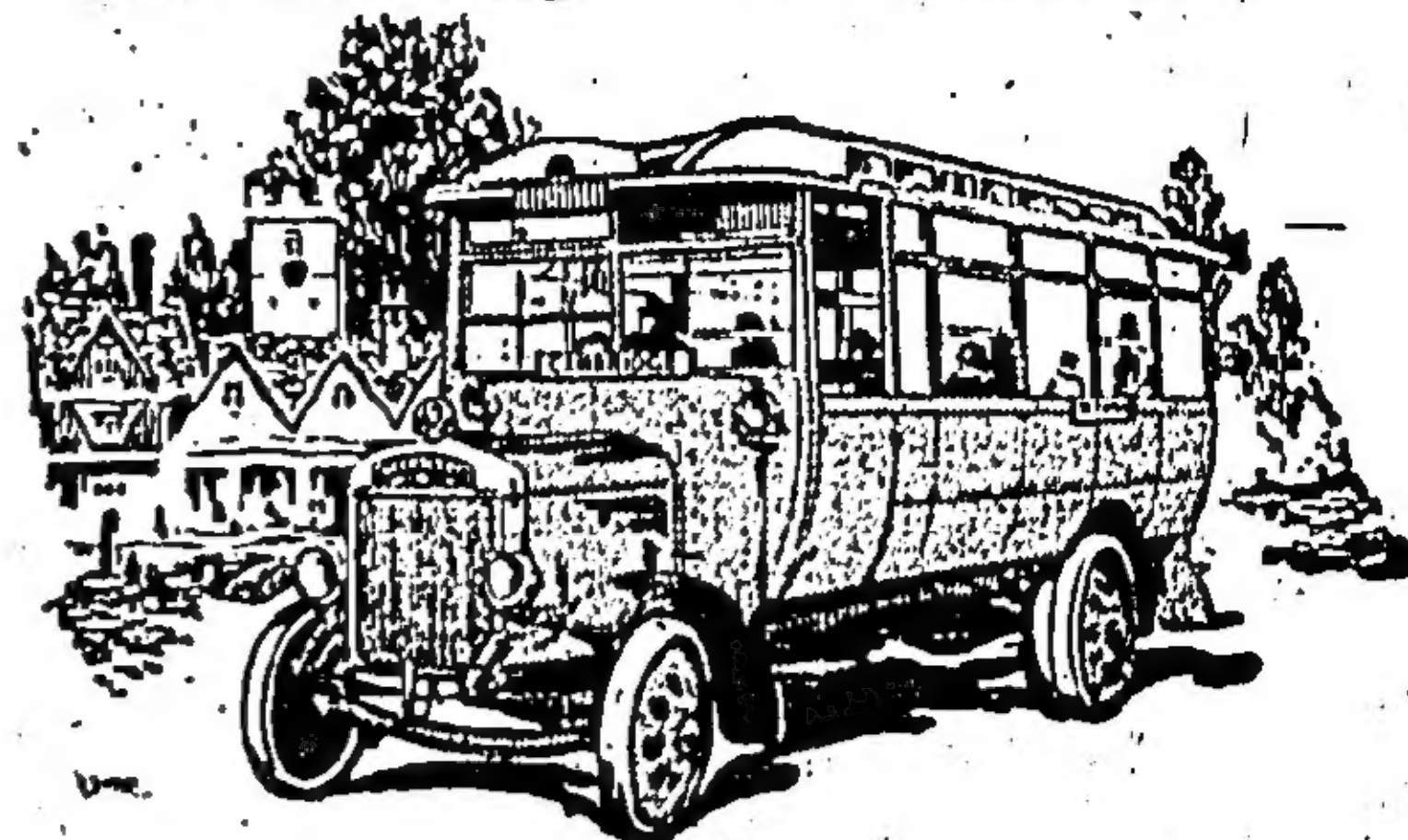
Busses are coming into general use in France. One large company, six kilometers from Lyon, is placing an order for 18 busses to transport their workers to and from work. An automobile plant near the same city has already started a service of this kind.

TYRE TIPS.

When the tyre goes down from a puncture, or especially through a slow leak, be sure carefully to examine the inside of the case before inserting the repaired tube. It is quite probable that you will find a bit of glass, small nail or some other destructive article that has thrust its way through the tread or side walls, and should be taken out. Also examine all the cuts in the casing, on the outside, pull out all nails, tacks or glass, and fill the cuts with tyre putty.

THORNYCROFT

COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



TRUCKS
FOR HAULAGE
FROM—
2 TO 6 TONS

BUSES
SPECIALLY
DESIGNED
FOR THE
COLONY.

BRITISH BUS FOR BRITISH COLONY

TRUST A
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WITH YOUR
TRANSPORT

SERVICE and ECONOMY

SPARE PARTS
CARRIED
IN STOCK

SPECIFICATION and PRICES

HONGKONG HOTEL GARAGE
THE HONGKONG & SHANGHAI HOTELS LTD.

Tel. 32.

Fordson

THE UNIVERSAL TRACTOR

SEVEN REASONS FOR BUYING A FORD

1. You are taught to drive free.
2. You can get your car to-morrow.
3. You get FORD SERVICE which beats anything in the world.
4. You get spare parts at proper Ford prices.
5. You get the best and cheapest car, truck or tractor in the world.
6. 8,000 are built every day! If they were not the best, how could so many be sold?
7. Trucks, Tractors, Sedans, Runabouts and Touring Cars are actually in stock.

Order now from—

ANDREW HARPER,

AUTHORISED FORD DEALER.

No. 2, Queen's Road, Central.

On and after JUNE, 1st. at No. 6 Queen's Road. — Telephone 3665 Central.

INDISPUTABLE PROOF

of Dunlop superiority is contained in the fact that practically all the makers of the best English Cars CHOOSE

DUNLOP

CORDS

AS STANDARD EQUIPMENT

ICILCW TEE CAR
MANUFACTURERS'
LEAD, (they know!!)

The DUNLOP RUBBER
CO., (CHINA) LTD.

Phone C.4554 St. George's Bldg. Hongkong. Price on application.

Also obtainable from stocks carried by the Taxicab Co.'s Branches at Hongkong & Kowloon, also by J. Gibbs & Co. Alexandra Building, Sundays & Holidays Central 4638.

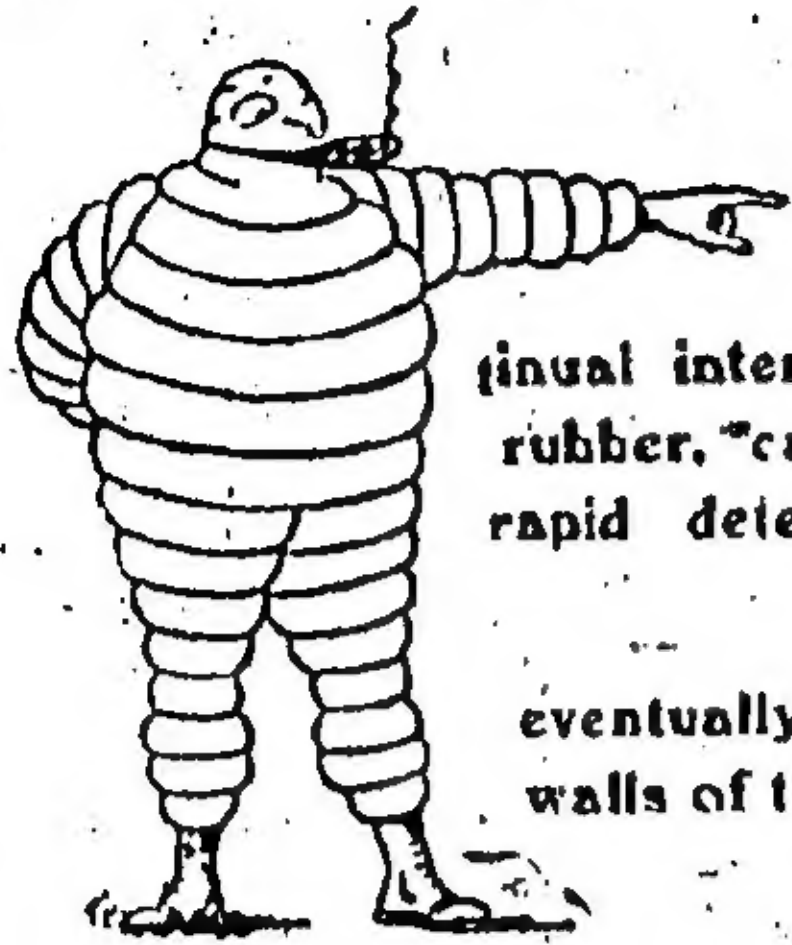
SHELL

gives a sense of security based on proved merit

OTHER Motor Spirits, the world over, are at best "as good as Shell"—a worthy compliment. You get more power and greater mileage to the gallon from Shell Motor Spirit, because it comes straight from nature, rich in aromatics and naphthenes.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueeness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.
Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:—

The Earl of Haddington M.C.
The Earl of Beuloe.
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart, G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Wintorsdale, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

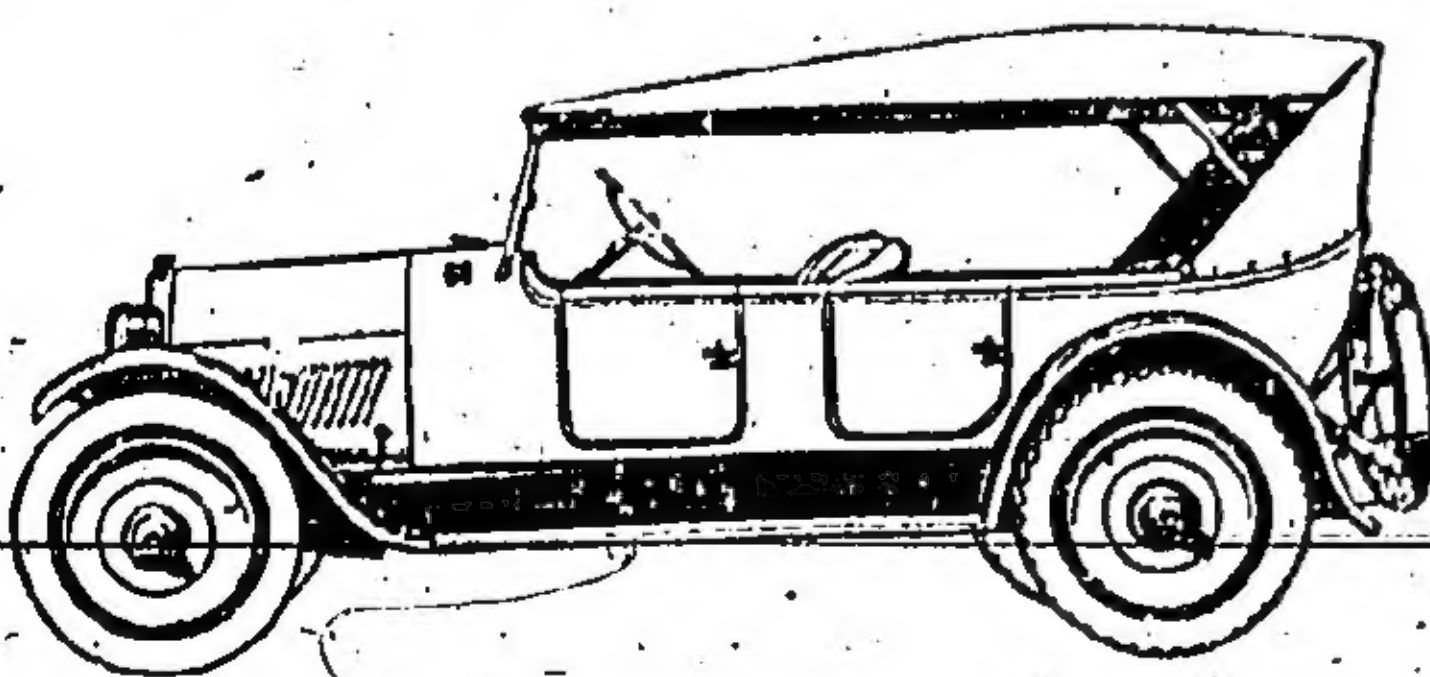
Her Grace the Duchess of Marlborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without spending.

Free demonstration. Sold on easy terms.

DE SOUSA & CO., LTD.
Sole Agents for South China.
2nd. Floor, St. George's Building.
Tel. No. Central 1264.

Oldsmobile



Price \$2,500 fully equipped including, Disc Wheel, Spare Cord Tyre & Tube, Double Bar Bumper. The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.
CARROLL & CO.
Telephone Central 3491.
Distributors.

FOR PEDESTRIANS.

A "SAFETY FIRST" GUIDE COMPILED.

The long-promised pedestrian's manual has appeared in Paris, and is now to be had for the asking. It is a delightful little booklet, illustrated by Marcel Capy, an artist whose work is somewhat akin to that of George Morrow or Arthur Whitts. The book contains about 60 moral maxims for the use of those who are still rash enough to insist upon going about Paris on their feet. Some of the advice is, very much to the point, and one or two examples are worth quoting. For instance, "When a vehicle is approaching you head on, instead of wavering about, stand perfectly still and fix the driver with your eyes." This sounds like the well-known advice to those surprised by a lion, but it is quite a sound maxim, nevertheless.

"On the pavements, never walk along the kerb, and if you wish to stand still, see that you are close against the wall." "Before crossing the road, watch the direction in which the vehicles are travelling; they cannot come from more than one side at a time."

Would that this were true!

"Leave the roadway to the vehicles, as they leave the pavement to you," or, as Lewis Carroll might have said: "you let the traffic alone, and it will let you alone." The book is a tribute to the kindly thought of M. Naudin, the Prefect of Police, who is solely responsible for its appearance. One hesitates to say that the book will not do any good; yet, at the same time it must be admitted that accidents in Paris are not usually the fault of the pedestrian. They are due to one specific cause—speed.

Only a week or so ago, eight serious motor accidents were reported from various parts of France in one day, and in all but one case the accidents had fatal results. Fourteen people were killed altogether during the day. One cannot say that in every case the accidents in question were due to excessive speed, but as they mostly consisted in head-on collisions and cars turning over on corners, the inference is very strong. The speed mania seems to be inherent in a very large proportion of French motorists, but whilst in the country it is usually the motorist who suffers in an accident, in Paris it is the pedestrian who is unlucky as a rule.

As an example of the kind of thing which is of daily occurrence in Paris, I was walking up one of the main boulevards a week or two ago, when an individual driving a light car came down the road at a perfectly appalling speed. The boulevard in question is one of those with a sort of island pavement, planted with a double row of trees on each side, between the main roadway and the sidewalk proper. When nearly opposite to me the car had a terrific skid, jumped the island pavement, struck a tree, turned completely round, continued backwards over the intervening strip of roadway and, finally jumping the second pavement, struck the wall with sufficient force to tear one back wheel right off. (That's the worst of those semi-floating axles!) By a leap in the right direction, I managed to avoid being spread all over the wall. The driver was still sitting in the remains of his car, so I went back and asked him what he thought he was doing. He said: "I was avoiding a pedestrian." It was gently pointed out to him that such might be the case, but that he had not been far from getting another one.

CLEAN LAMPS.

Lamps should have bulbs of equal candlepower, clean reflectors and be properly focused.

DRIVING IN HEAVY TRAFFIC.

It is a good plan to stop about eight feet in back of the car ahead when traffic halts, and when almost ready to start, allow the car to begin creeping in "low," and then switch to "second" as the line starts moving. This is much better than making a habit of starting off in "second."

BUDGET FOR AUTO EXPENSES.

A great deal of time and expense will be saved to a motorist who takes pride in his car through the use of a budget system. In the operating expenses of a car, the major items might be listed as gasoline, oil, tyres, supplies and repairs.

OIL IS VITAL.

Every moving part of the car must be thoroughly covered with a film of oil, both for protection of the engine and to eliminate friction. This increases not only the efficiency or number of miles per gallon of gasoline, but it also prolongs the life of the entire car.

BRITISH CARS ABROAD.

INFLUENCE OF HOME TAX.

Of especial interest to motorists in Hongkong, is the following article, written by Captain E. de Normannville, in the *Daily Chronicle*:—

I wonder if you mind a "hardy annual" for our consideration today? There's no suggestion of my turning on a "garden hints" effusion—it is a motoring "hardy annual" which I would serve rechauffe with a new angle sauce. And what is the "hardy annual" in question and what is its new guise? As the last shall be first—we'll take the guise:—Way out in distant Nairobi I have some good-hearted friends in the personnel of the Royal East African Automobile Association. In a much appreciated fit of kindly courtesy, they have made me an honorary member. I must drop in for lunch one day next week. And pursuant to their courtesy I had in my mail bag of yesterday a letter from the secretary.

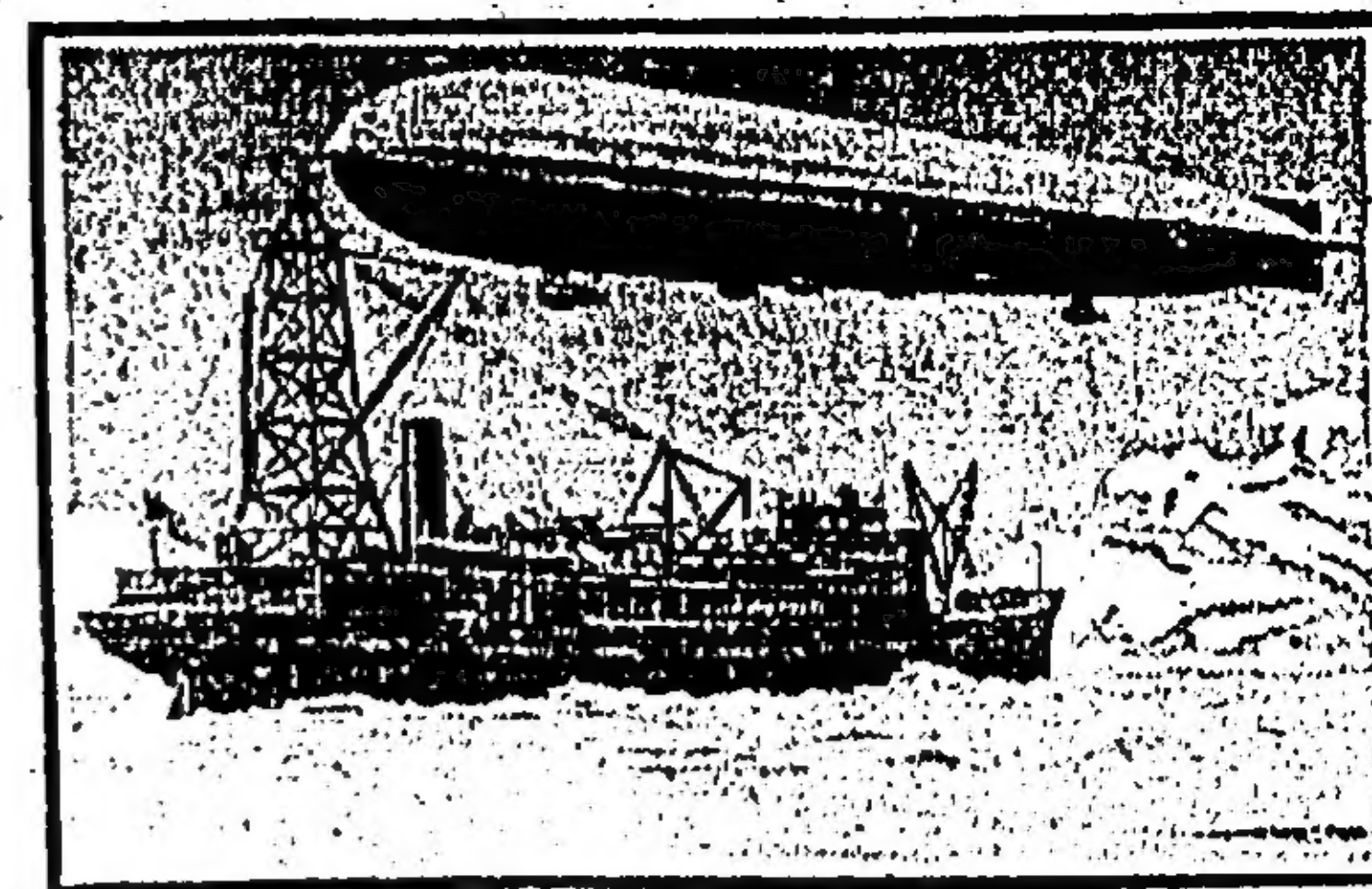
MIXED FEELINGS.

It is he who is responsible for the shortly-coming-along hardy annual in a new guise. He gives me to think. He gives me to think even with fury. And he gives me—Statistics. He tells me in the unlying exactness of precise figures just how many motor-cycles and motor-cars there are in East Africa, and Whence They Came. How are your powers of perspicacity this morning? I wonder if you have begun to see through this preamble to the facts? We have a precise ledger of all the motor-cars and motor-cycles in East Africa—and Whence They Came. Got it yet?

The total numbers of motor-cars and motor-cycles are almost identical. But here's the rub. Of the motor-cycles no fewer than 83 per cent. are of British manufacture. Of the motor-cars only a bare 6 per cent. are of British manufacture.

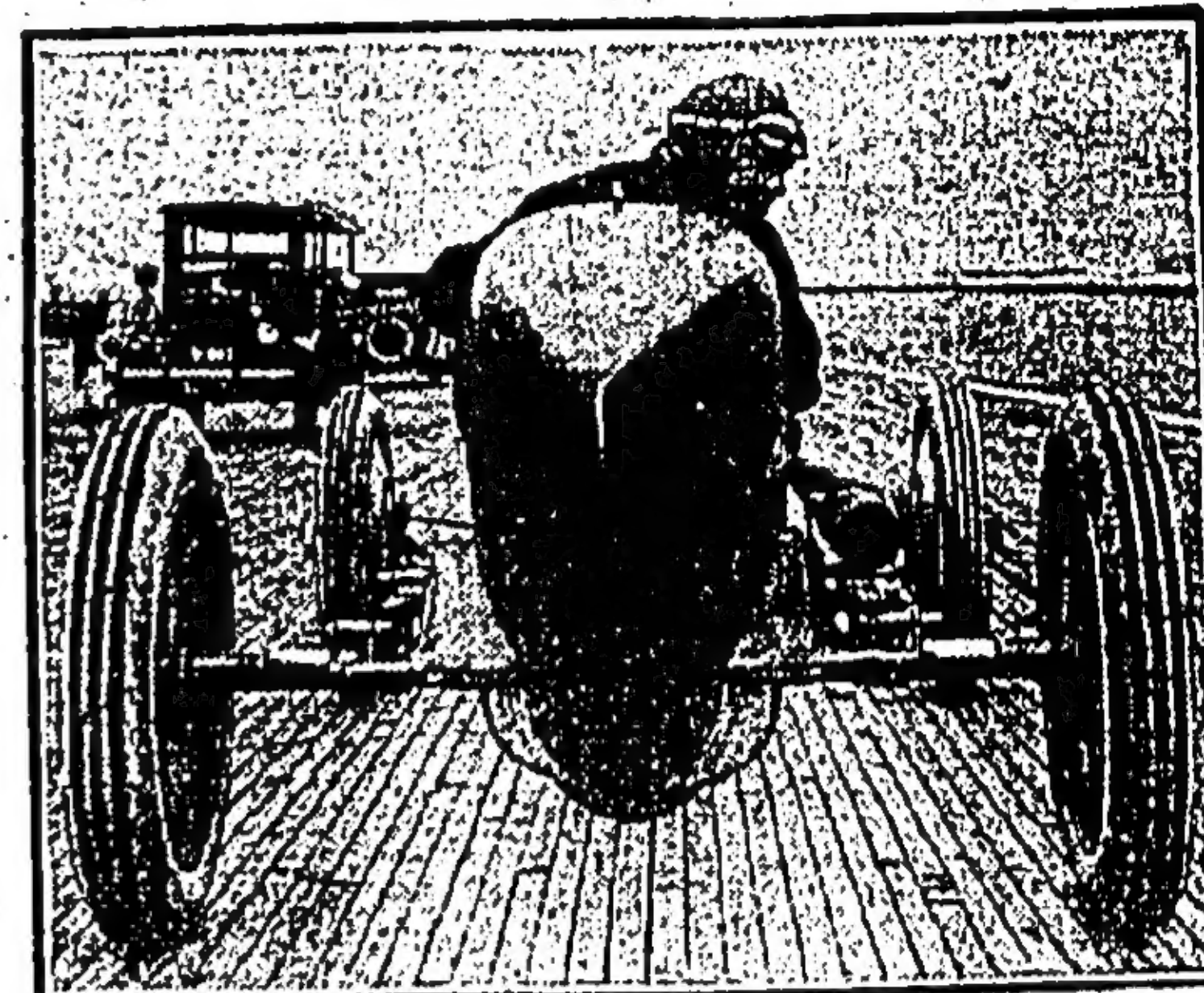
The British motor-cycle at the zenith of popularity, and the British car at the nadir of demand. On the one hand the unparalleled supremacy of British achievement; on the other British failure.

Am I not right in putting it to you that this is a new guise for an old problem? Where are we to find the culpability for one



Construction of a mooring mast on the U.S.S. Patoka is being completed at the Norfolk navy yard. The above photo-sketch shows how dirigibles of the Shenandoah type will be moored.

JUST ROOM FOR ONE!

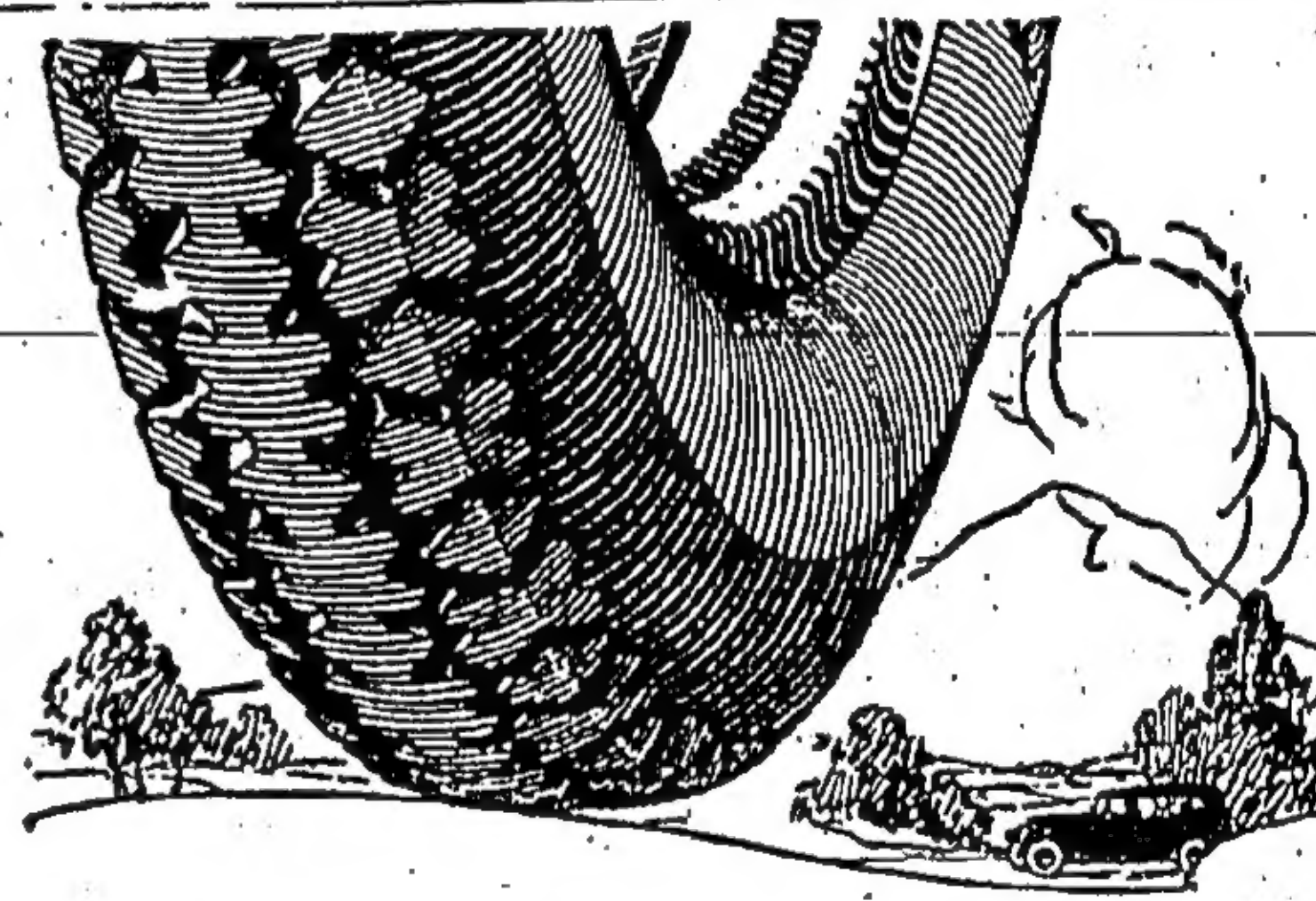


No greater thrill can be enjoyed than that of a spurt around a race-track in one of those racing cars. The one-man seat was designed by Cliff Durant, a winner in the Indianapolis Speedway races.

section of our industry falling whilst the other section of the same industry enjoys a paramount success?

INFLUENCE OF THE TAX. It would be an exaggeration to say that the entire fault rests with our (printable vocabulary always fails me here) inconceivably imbecile system of taxation, which forces us to build cars unsuitable for overseas markets.

But it is unquestionable that this national imbecility is largely at fault. You cannot say, "It is the fault of the British manufacturer himself"—because those figures so palpably give the lie to the assertion. Where the taxation system does not adversely affect design—the motor-cycle—the British product is supreme throughout the markets of the world.



Maximum Performance at Minimum Cost

MOTOR transportation, of men or materials, is today obtained with maximum security and comfort and a minimum cost when the tyre equipment is Firestone.

The structural advantages in these big Cord tyres exactly provide for strength with flexibility. The Firestone process of double gum dipping completely insulates each cord in live rubber, eliminating internal friction, while the plant body of the tyre successfully withstands the blows and strains of road-contact, thus combining comfort with long tyre life.

Security against skidding, good appearance and car protection are additional benefits.

Most Miles per Dollar

THE DRAGON MOTOR CAR Co., Ltd.

26 Nathan Road, Kowloon.....Kowloon 226.
24 Des Voeux Road, Hongkong.....Central 482.
Show Room and Service Station (Happy Valley).....Central 3950.

(A full range of Motor Car and Motor Cycle Tyres and Tubes carried at each of the above addresses).

Firestone

UNITED STATES AND CANADA. Golden Jubilee to Celebrate Friendship.



International observances of friendship and goodwill between Canada and the United States will mark the golden jubilee celebration of the Independent Order of Foresters. Thousands of members of the society from both nations are to assemble at Niagara Falls, Ontario, on June 19, for the ceremonies, lasting four days, according to Mr. W. H. Hunter, Supreme Chief Ranger of the order.

The golden jubilee will officially open on June 17th with exercises in Newark, New Jersey, where the order was founded in 1874. Mr. Samuel Compers, president of the American Federation of Labour, who was one of the charter members of the society, will be orator of the day.

From Newark the celebrants will proceed in special trains to

Niagara Falls, where the main events of the jubilee will take place. An encampment for all visiting members will be established in Victoria Park. Addresses of welcome by city officials, band concerts, prize drills by degree teams from Forester courts from all parts of the United States and Canada, visits to points of historic interest around Niagara Falls, and callisthenics and dances

by children from the Forester's orphanage, will complete the closely-packed programme.

The celebration will conclude with a visit to the society's orphanage at Oakville, on June 22. The Foresters will then proceed to Toronto where the society has its headquarters and where a memorial service commemorating the golden jubilee will be held in one of the prominent churches.

SPORTS PARS.

Interesting World Items.

The prize as regards money for the Derby is to be a record one this year—about £12,000.

Cumberland County defeated Kent recently, before 13,000 spectators, at Carlisle, and for the first time won the County Rugby Championship.

A palatial pavilion is about to be erected at Westerlands, the athletic ground, of Glasgow University.

Mr. R. G. Gibson, an old Solkirk Bowling Club champion, has for the fifth time won the single hand championship of the Transvaal.

Bolton Wanderers report a profit of £5554. Last year they had a balance of £4859, the year before one of £5859, the year before one of £1587, and the season prior to that they finished with £672 in hand.

The Scottish lacrosse ladies lost to the English ladies recently by 26 goals to 1. We notice the game is described as having been a keen one.

In addition to the five swimmers already chosen to represent Australia at the Olympic Games, Stedman has also been selected. The team will therefore be Charlton, Beaupre, Herald, and Stedman.

America have entered for the Olympic Games "soccer" competition, also Jugo Slavia. That brings the number of entrants up to 21. Neither England nor Scotland are in.

At the international meeting of the Ladies' Golf Union, Miss Joyce Wethered was back marker at plus one, Miss Doris Chambers, the lady champion, was scratch, and Miss Cecil Leitch had one stroke.

The Newcastle United goalkeeper, Mutch, played in his third English Cup final on the 26th April. He was on the losing side for Huddersfield Town in 1920, and was in goal when the Yorkshire men won the Cup two years later.

H. L. V. Day, the English Rugby player and cricketer, is now in business in London, having resigned from the Army. He expects to spend a good part of the summer in Scotland, and will probably play for the West of Scotland.

J. T. Tyldesley has been advised to take a complete rest, and he may not be able to take up his duties at the opening of the season as coach to the Lancashire County Cricket Club.

The cable received by the South African Rugby Board on March 17 last caused some surprise, as Mr. W. Call, the English Union treasurer, said that four Test matches instead of three would be played. The Board asked for four at first, but the reply stated that only three could be played.

Randolph Lycott, the British Davis Cup player started the lawn tennis season well. Recently at the Sutton Hard Court Tournament he beat P. D. B. Spence, who will play for South Africa in the Davis Cup, 7-5 and 6-2, in spite of being short of practice. Spence was actually leading 5-2 at one stage in the first set.

A 17-year-old boy, W. B. Attwood, accomplished a remarkable performance in winning the Guildford Alliance golf tournament at Guildford with scratch rounds of 73 and 76. Attwood is assistant professional to the club, on whose course he played. He is only 5ft. 13in. tall. Unaccustomed to the large gallery which followed him in the afternoon, he missed several hole-in-one putts, or his score would have been still better. A. G. Howlett, the West Surrey professional, set up a new course record with 69, but took 85 for his second round.

SIMPLE LIFE IN CANADA.

What the Western Ranches Offer Tourists.



Alberta offers fine opportunities for summer holidays on real ranches, the sort of vacations that appeal to many men and women who spend most of the year amid the hurly-burly of city life.

One of the best known of these retreats is that called the "Stampede" or "TS" Ranch, operated by Guy Weadick and his wife, Flores LaDue, both familiar to vaudeville audiences in Canada and the United States, as trick riders. This ranch is located in the long Highwood River in fine Eden Valley, 35 miles west of High River station and is in the same district as "EP" Ranch, owned by the Prince of Wales. It is situated at an altitude of 4,000 feet with peaks of from 6,000 to 10,000 feet in height within a few miles. One may sleep in the ranch house or a log cabin. Plenty of saddle horses are on hand for trail riding among the foothills and up into the mountains. In season there is excellent shooting for birds and trout fishing is fine.

Kananaskis "Dude Ranch" in the foothills of the Canadian Rockies, is located near Morley Indian Reservation between Calgary and Banff. The ranch buildings consist of a beautiful view of Bow River, they include ranch house and cabins and are only a quarter of a mile from the station. Many trail trips can be enjoyed from here; two five-day trips are those to Mt. Assiniboine and to Devil's Head, the latter permits visits to Mt. Aylmer, Lake Minnewanka and Devil's Cap.

LANE, CRAWFORD, LTD.

(LADIES' SALON HONGKONG HOTEL, PEDDER STREET.)

SOLE AGENTS for "TREO" CORSETS



"TREO GIRDLE"
THE ALL-ELASTIC CORSET

The Corsets par excellence, for wearing with the most fashionable day and evening gowns.

Stocked in several shapes and all sizes ensuring the correct line for all figures.

Prices \$6.50 to \$21.50.



"TREO GIRDLE"
THE ALL-ELASTIC CORSET



THE "TREO" GIRDLETTE
As absolute freedom is essential for the enjoyment of Tennis, Golf etc, the Treo Girdlette is a necessity and boon to every Sportswoman.

DAINTY.
HAND MADE
LINGERIE.

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."

Sole Agents:—

DODWELL & Co., Ltd.

Telephone C. 1080.

Queen's Building.

A PAGE FOR THE KIDDIES.

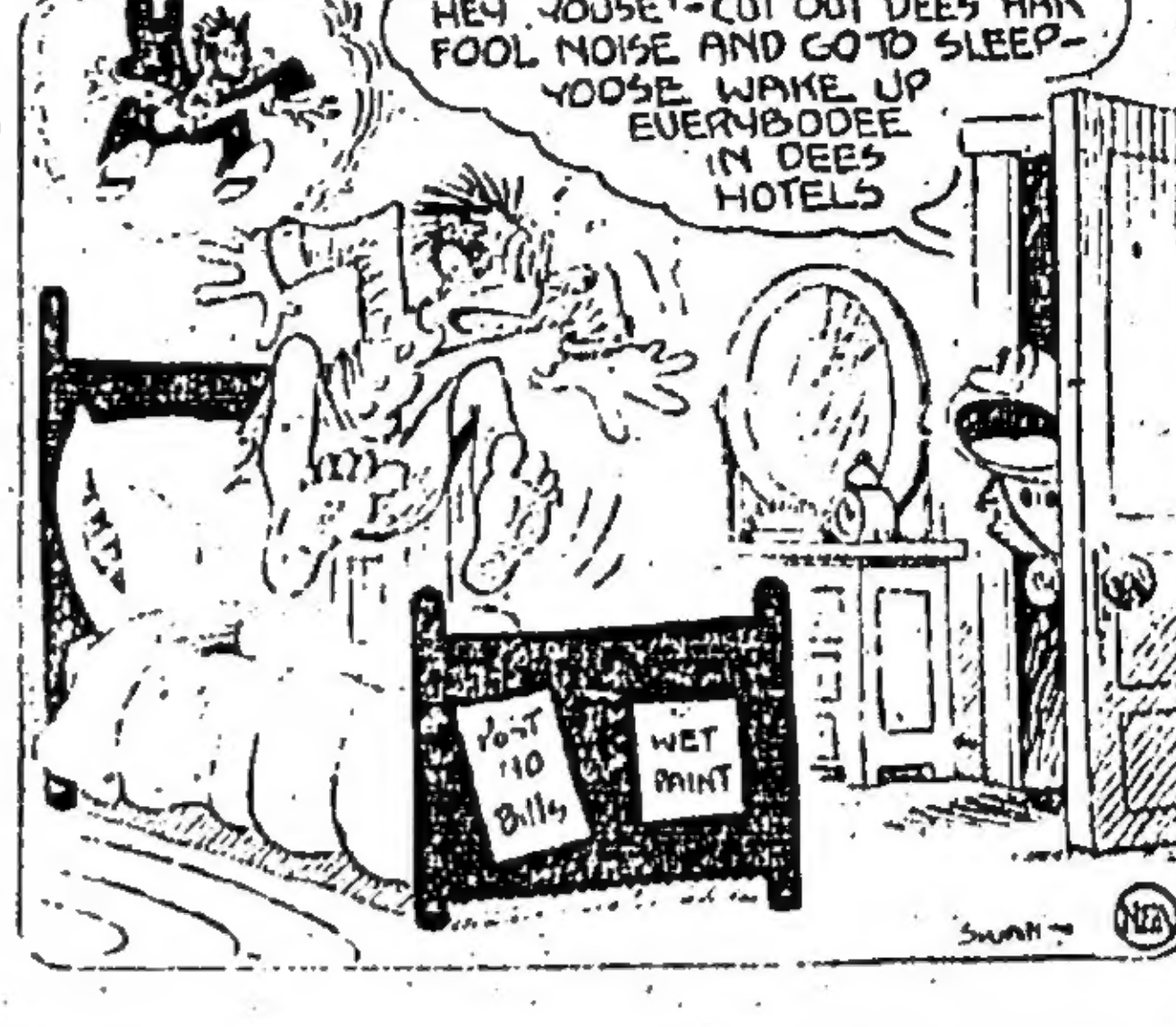
SALESMAN SAM



Only a Dream



BY SWAN



UNDERWOOD TYPEWRITERS

PRICE - H. K. \$112.50 NET.

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In Case
5 3/4 Lbs.Minimum
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PORTABLE MODEL

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MOM'N POP



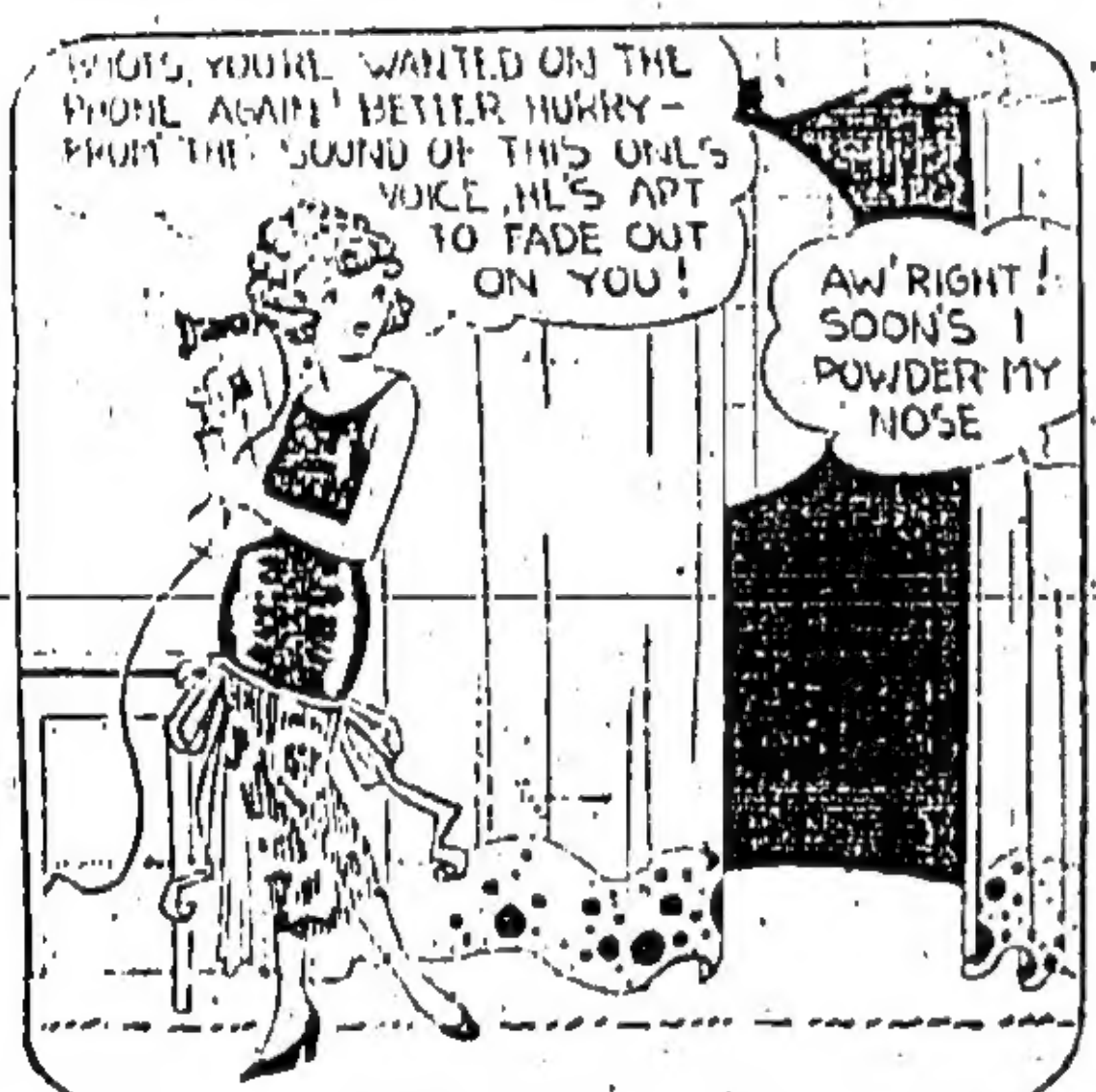
A Batch of Sorrow



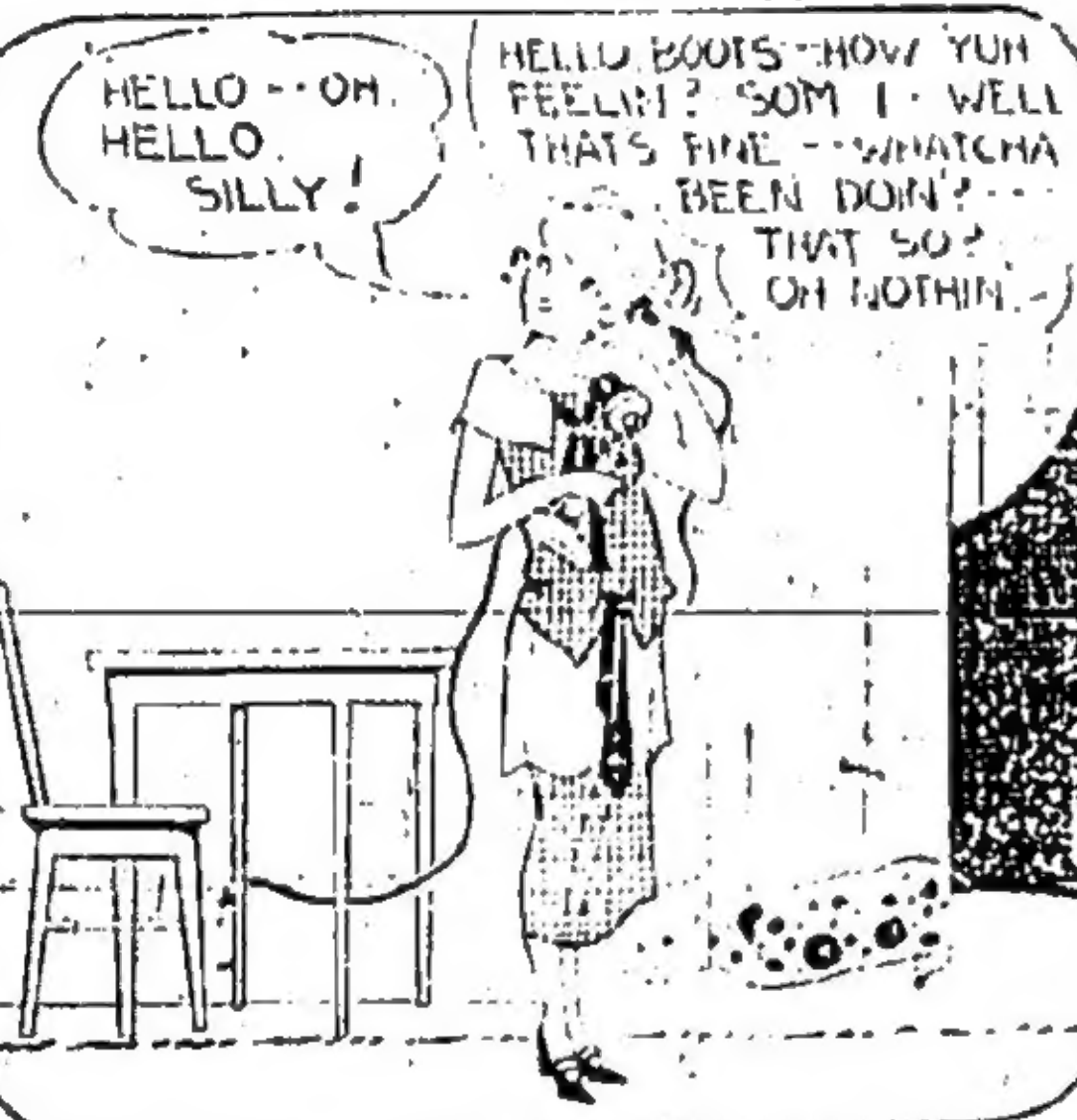
By Taylor



BOOTS AND HER BUDDIES



Leading Up to the Subject



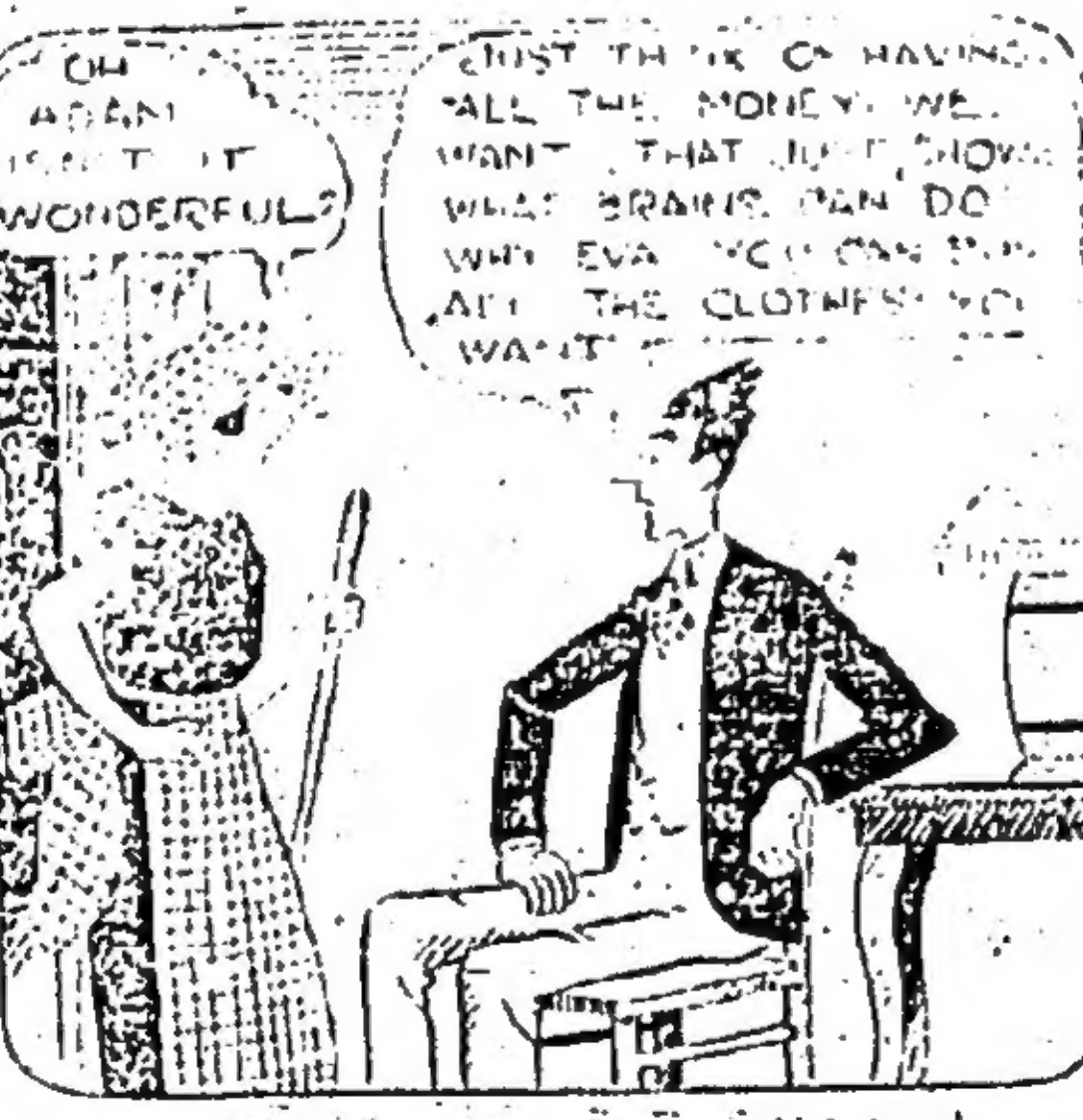
By Martin



ADAM AND EVA



Not So Fast, Eva!



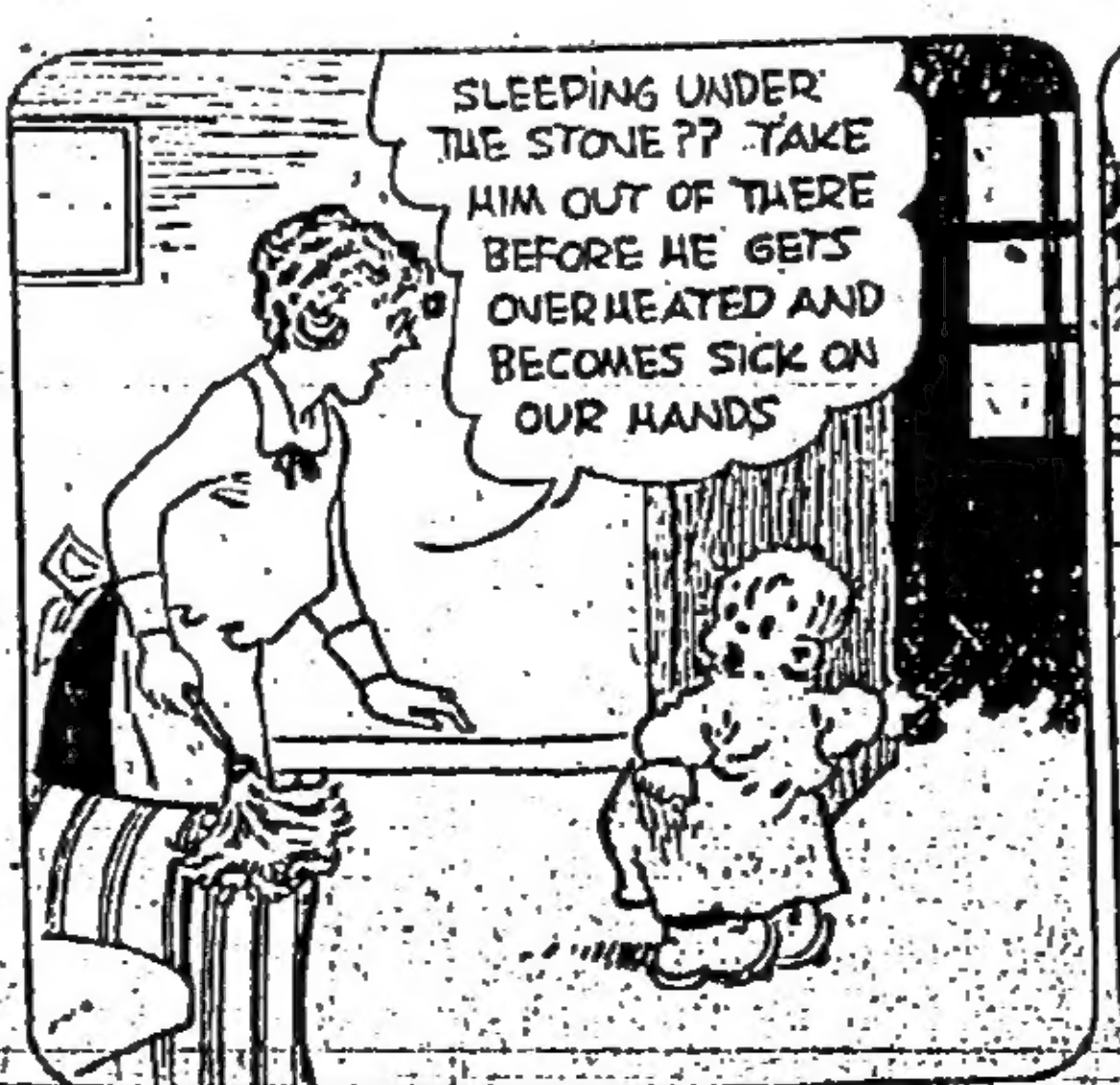
By Cap Higgins



FRECKLES AND HIS FRIENDS



Hot Dog!



BY BLOSSER



FUNNY STORIES.

Poor Fellow.

Mrs. Pester: You don't deserve a wife like me.

Mr. Pester: I don't deserve this toothache, but I've got it!

The Right of Way.

1st Pedestrian: These automobiles are endless! When does the pedestrian get the right of way?

2nd Ditto: Only when he's being carried to hospital in an ambulance, I should say.

In A Position to Know.

Visitor: I suppose you're pretty well up on who's who in this town?

Citizen: Well, I've been for-man of the grand jury for nearly three months.

She Didn't Pay It.

He: Do you mean to tell me you paid \$50 for that new hat?

She: Why, of course not dear! Do you think I'd be that foolish? I had it charged.

Sarcastic.

Mrs. Musical sat up suddenly and her trembling fingers groped for the electric switch.

"There's a burglar downstairs," she cried "I heard him bump against the piano and strike several keys."

Her husband leapt out of bed. "I'll go down at once!" he said.

"Don't do anything rash, Herbert," implored Mrs. Musical.

"Rash?" he said. "Why, I'm going to help him! You don't suppose he can get that piano out of the house without assistance do you?"

The Lost Dog.

Mrs. Gruff—"Did you advertise for poor little Fido?"

Mr. Gruff—"Yes."

"Did you give a full description of him?"

"Yes."

"And did you say our address was on his silver collar?"

"Yes."

"And did you offer a reward?"

"Yes."

"What did you offer?"

"I said if the finder would return the collar he might keep the dog."

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(Nearest to Mother's Milk)

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your

BABY



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ORIGINAL
AND
BEST

WOMEN'S INTERESTS

REAL CREAM

ozs.	per tin.
4	40 cts.
5 1/2	50 cts.
11 1/2	80 cts.

SOLD EVERYWHERE



A NEW EFFECT.



Side aprons of very fine pleated fabric distinguish this summer frock of the new effect. The accompanying cape is of the same fabric and is worn over the shoulders. The skirt is of the new effect.

THIS WEEK'S RECIPE.

To Salt Almonds.

Blanch and dry the almonds and put them in a very clean baking tin with a dessertspoonful of salt oil or oil of butter. Bake golden brown in a moderate oven, turning and shaking frequently. Turn on to a sheet of kitchen paper and shake off the salt. Warm cold shake off all loose salt and dish in small wicker dishes or paper cases.

KEEP YOUR PUFF CLEAN.

A practical proposition is the little washable powder puff pouchette which has just been placed on the market. These little holders are made of that soft rubber material which is now so much used for bathing caps, sponge bags and such articles; obtainable in several sizes, just large enough to take the average pocket puff, they are fashioned in a variety of attractive colours. Some are plain little slip-in cases, others are ornamented with tiny clusters of conventional flowers, also in rubber; whilst the most charming and practical of all take the form of a little bag drawn up with elastic at the neck, where a tiny puff of flowers makes a dainty finish. From the hygienic point of view, the rubber pouchette is a great improvement on the usual type, for the puff is kept fresh and dainty, and it is but the work of a moment to wash the cover clean.

SEEN AT A DRESS SHOW.

Who betide the about this season if all frocks are to be as definitely tubular in general line as most of those shown at a recent dress show.

Tailors in their disapproval of the shorter evening skirts, but in a frock of grey, matching to the gown, which had the low hemline broken by a silver ribbon passed across, over the arms, and then through slots at the back, where it tied.

A cloak of gold and silver material was wonderful, but strangely selected in effect. So were the many stole ends, most of which were heavily tasseled and passed through slots.

Shall flowers trimmed hats and dresses, deep pink fur bordered a knitted silk three-piece model of the same tint, beads were allied to a white stockinette tennie frock, hundreds of buttons trimmed another even up the long tight sleeves, and one evening gown found variation by lacing up the back with a heavy cord.



Leading musical comedy managers and beauty experts in New York have selected what they consider the perfect beauty charms. Handbills were given a series of beauty tests, with a careful balance of blonde and brunette types being maintained.

The result was:—(Margaret Wilson, of the Ziegfeld Follies (centre) and right (top to bottom) Katherine Arlett, Bertie's Music Box Revue; Beatrice Reiss, of "Vogues," and Lucille Mendez, of "Little Jessie James." Left (top to bottom) Eleanor Livingston in "Lullaby," Marian Monro, of "Artists and Models," and Elsie Schaeffer of "Moonlight." At top (centre) is Jessie Matthews, America's youngest chorus girl, being 15.

FROM A FASHION NOTE BOOK.

Unpatterned but very brightly coloured breakfast and tea sets are the latest fashion. A lovely jade green and a wonderful vivid blue are the newest and most popular tints.

Feather trimmed hats appear on many of the evening frocks, and fluffy bracelets of feathers at the wrists to match the feather trimming on the frocks.

Some of the dresses are very short, and a number of women are wearing the new ear-rings of cut steel. These sparkle almost like paste and are long enough to touch the shoulder.

Umbrellas and sunshades, despite the attempts being made in some quarters to re-introduce the long, slender variety, are growing shorter and stumper. Some of the new season's sunshades are only 18 inches long.

A new make-up: A drab powder, no colour on the cheeks, the lips scarlet, the eyes shaded with purplish-brown powder. Eyebrows plucked to a narrow arched line and blacked.

Long strings of large pearl beads worn with evening frocks, fastened to the dress at each shoulder so that they make a deep boat-shaped line back and front. A group of coloured beads—sham emerald and onyx—break the line of pearls at each shoulder.

Stiffly laundered linen collars in Eton shape are worn with striped crepe de Chine morning frocks.

A yashmak veil of black tulle about three inches deep attached to the under side of a wide brimmed hat, to fall about two inches from the face.

It is fashionable to wear a brightly coloured silk scarf, with the same material trimming your little cloche hat.

A wreath of flowers fitting close round the crown is a fashionable trimming for a wide-brimmed hat.

The flowers are of bright, mixed colours, and may be made of dyed shells, lacquered leather, or feathers.

Long necklaces of small beads in mixed colours to match are worn with them.

At the dress shows mannequins are wearing half a dozen or more bracelets of coloured glass on one wrist—an inexpensive and pretty fashion.

Some of the most up-to-the-minute women are wearing combs that look very much like the old-fashioned "side combs" that were a part of every woman's equipment some years ago.

A gown of buttercup coloured crepe is heavily beaded with gold beads and has a narrow giraffe of gold tissue ribbon.

Pumps of black patent leather piped with green, purple or red lizard with a heel to match, are novelties in footwear.

LITTLE LESSONS LEARNED.

That even the nicest people are vain of their little faults.

That love is not blind, but sees our failings startlingly large in contrast to the minimum at which it would gladly estimate them.

That some troubles are like wounds and must be bandaged in silence.

That sympathy is more precious than advice.

That when all is said and done the best side of life always turns up sooner or later if you wait long enough.

NORMA TALMADGE.



A recent portrait of the beautiful Cinema Star.

BACK TO THE NEEDLE.

An embroidery hobby of the moment is work done on printed linen—the flower-patterned kind used for furnishing.

The groundwork is sewn over in an irregular quilting of chain stitch in fine cold metal thread, and the flowers are boldly outlined in chenille, raffia or silk or perhaps in all three, with tiny porcelain beads to mark the flower centre.

A very gorgeous fabric, looking like a rich Persian embroidery, is the result. Paris is using it for gay loose coats, for sunshades, hats, envelope bags, and dress trimmings. The short coats cost about ten guineas and upwards, and the material can be bought for about three pounds a yard.

SHOES OF THE SEASON.

The fashionable shoe is the one-strap sandal, which may be of black kid, patent leather, or the deep brown cordovan leather. The heels are sure to be low, and without the French love so. But the low Louis XVI. heels appear in the little black patent leather shoes which some women affect with the tailored suit.

There is also a great variety of new design in simple sandal-like shoes, which the bootmakers are offering for wear in the street. Some of these are curved right down to the sole of the shoe between heel and vamp, thus showing the curve of the instep.

One charming pair, of cordovan leather, with Louis heels and round toes (which, by the way, are returning to fashion after two years of the long, pointed-toe shoes) was cut to the sole at each side of the instep, and had a rather heavy strap of double inlaid leather traversing the instep from side to side.

Then, of course, there are the lowheeled ties and brogues with their adornment of punched leather, which the English and American women prefer for wear with the suit.

VERY SMART.



Above is pictured a "simple" little hat adorned with trimming of kid, and a costume of white crepe de chine finished with broad black and white trimming.

COLOURED KID GLOVES.

Short, flower-bright sunshades lacey flower and ribbon trimmed hats with wider brims; red, green, and blue shoes and shoes of white with black strappings; sunburn coloured stockings; floating scarves of chiffon; wrist-length gloves in colours to match the shoes—all these are delights of this summer.

USEFUL TO KNOW.

That suede shoes are most easily cleaned if all spots are first rubbed with coarse glasspaper. The whole surface should then be cleaned with fine glasspaper or with one of the wire brushes sold for the purpose.

AN AMERICAN SOCIETY BRIDE.



Miss Vernelle Head, one of Omaha's richest and most beautiful hairesses recently married to Mr. Raymond Burr, manager of a large American oil concern's department in Omaha.

GOOD NEWS FOR THE LADIES.



The Pullman Company in America is making trains more comfortable for the ladies. Women's dressing rooms in all the new cars are considerably larger than former ones. The new length of the cars is the longest maximum that can be used on the present standard curves in railroad tracks.

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RADIO NOTES AND NEWS.

Canadian Wireless Progress.

It is announced that there are 100,000 known Radio-broadcast receivers in Canada today but actually, there are probably many more, and the number will, no doubt, be doubled during the next year, says the *Montreal Herald*. No spot in the whole Dominion is out of range of at least one of the 38 Broadcasting Stations in this country; and one or more of the United Stations may be heard anywhere in North America.

The equipment necessary to secure the important benefits which accrue to the possessor of this modern and real "Magic Carpet" need weigh no more than 20 lbs. and need cost no more than \$100.00 in the open market. It is safe to prophesy that next summer there will be some almost incredible stories told of the benefits derived from radio, by those now wintering to the frozen North. We already know what it is doing for the crew of the "Bowdoin."

Only the ignorant are now skeptical, and only the foolish fail to recognize in radio, one of the greatest potential factors in the development of our great country. Moreover radio is a great Canadianising influence, because in order to enjoy its benefits, listeners-in must understand at least one of our mother tongues; and those who do, are given exceptional opportunities for studying the other.

Our brainier youths, with a taste for science, are seized by this new thing, as by an epidemic. In the next generation a good working knowledge of electrical engineering, will be as general

as the art was young, and experience negligible, and it may transpire that with the apparatus available, to-day, the more efficient waves for long-distance working are those which are now, so to speak, given to the world to play with. Particularly is this likely, in view of the fact that despite their success, all amateur and broadcasting stations are admittedly working in a way that is very wasteful of transmitting energy and of the other, but which is more or less necessary because of the need or simplicity in the receiving equipment.

The manufacture of radio-equipment has become an extensive industry in Canada. Unfortunately it is seasonal, because transmission is much more efficient in the winter, and people are less disposed to listen in the summer. For companies in the marine radio business, the seasonal character is somewhat compensated, and it is to be hoped that broadcasting business may be developed to provide winter employment for the radio operators who, in the season of navigation only, are employed on our inland waters.

The aid-to-navigation radio services of the Dominion are, as usual, well abreast of technical development; probably more so than in any other country. The west-coast stations are being fitted with the latest and most efficient type of equipment, which may enable trans-Pacific ships to keep in touch with Canada at night, throughout their voyages.



RESTRICTION HINT.

Ministers and the Press.

It is understood that the Prime Minister has conveyed a wish to his Ministerial colleagues that their newspaper activity should be considerably curtailed. The House of Commons resents the appearance of articles in the Press from prominent Ministers giving information about the Government's plans which has not been supplied to the House. Mr. Philip Snowden, the Chancellor of the Exchequer, has been contributing a weekly article on the political affairs of this country to an American Labour paper for the past nine months. One of these articles formed the subject of the protest described in a Parliamentary report. In it he estimated that when the full housing programme of the Government had been carried out the burden on the local authorities would be equal to a 10d. rate.

Mr. Snowden stated that this was merely a deduction from statements already made in Parliament.

It is not the first journalistic effort by members of the Government which has embarrassed the Prime Minister.

THE RISING GENERATION.

To celebrate his 108th birthday, Henry Moore, of Port Melbourne, made his first flight in an aeroplane. Moore was smiling broadly when the machine landed smoothly after a flight of ten minutes. He said that "now he had started he would like to fly all day."

and probably more thorough, than is a knowledge of grammar in this. To our successors, North America will look no larger than does the Island of Montreal to us. It is not a very uncommon thing now for amateurs in Montreal to hold two-way conversations with others as far removed as Nova Scotia and the Pacific Coast; and the power they use is no greater than that required to light an average living room. It is true that these longer communications are usually effected by telegraph, but telephony is often used successfully at ranges of the order of 2,000 miles.

While, of course, there is a big difference between the casual and intermittent communication of these amateurs, and the regular and more or less dependable communication necessary for a commercial service; it is a matter for serious thought that whereas these amateurs seldom use a transmitting power of more than 50 watts, it would probably be considered advisable to provide 2,000,000 watts for a commercial service over their best distances; say 2,000 miles; that is, if it were desired that it should be dependable throughout the year. It may occur to the lay reader to suggest that there must be a "joker" in the situation, and I think it would be rash to deny it.

Now, the wave-lengths allotted to trans-Atlantic commercial wireless telegraphy, are those of 8,000 metres and longer; while those allotted to amateur and public broadcasting stations, are from 150 to 450 metres in length.



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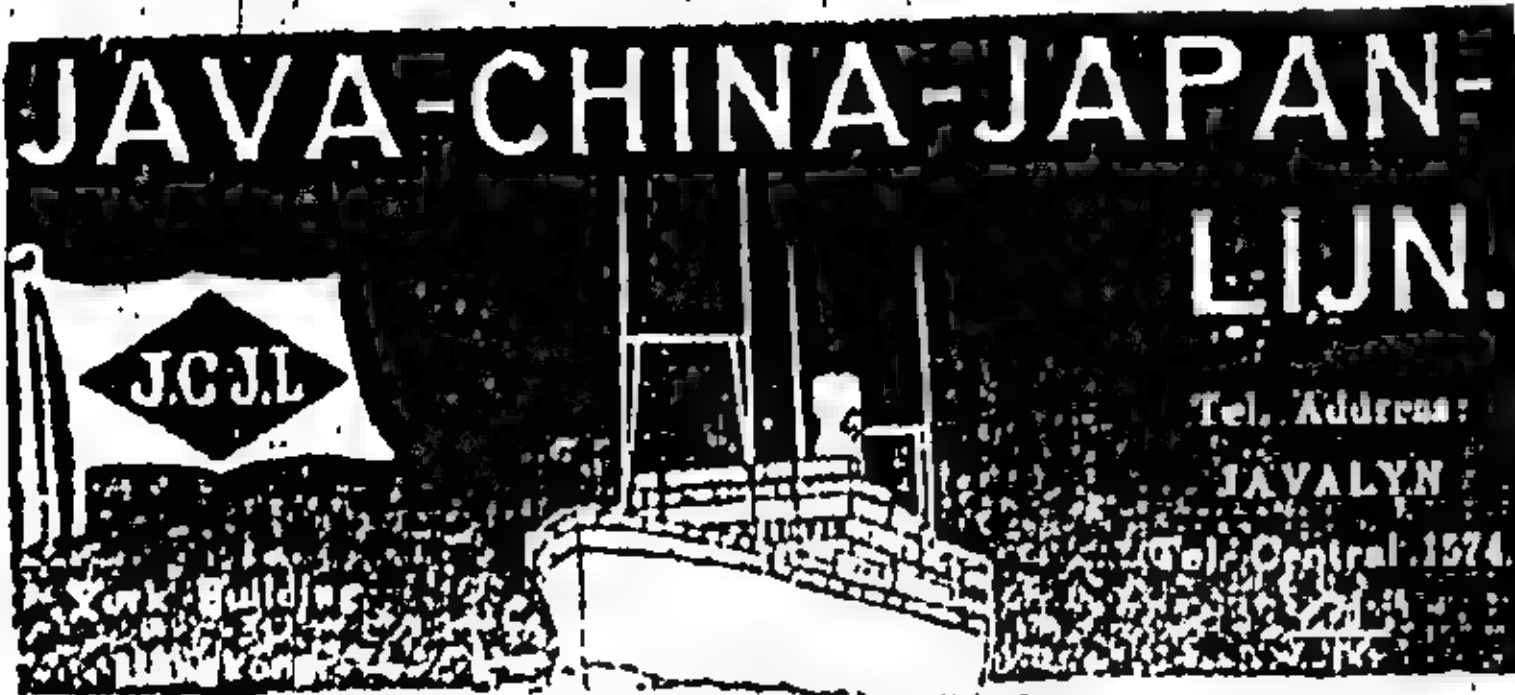
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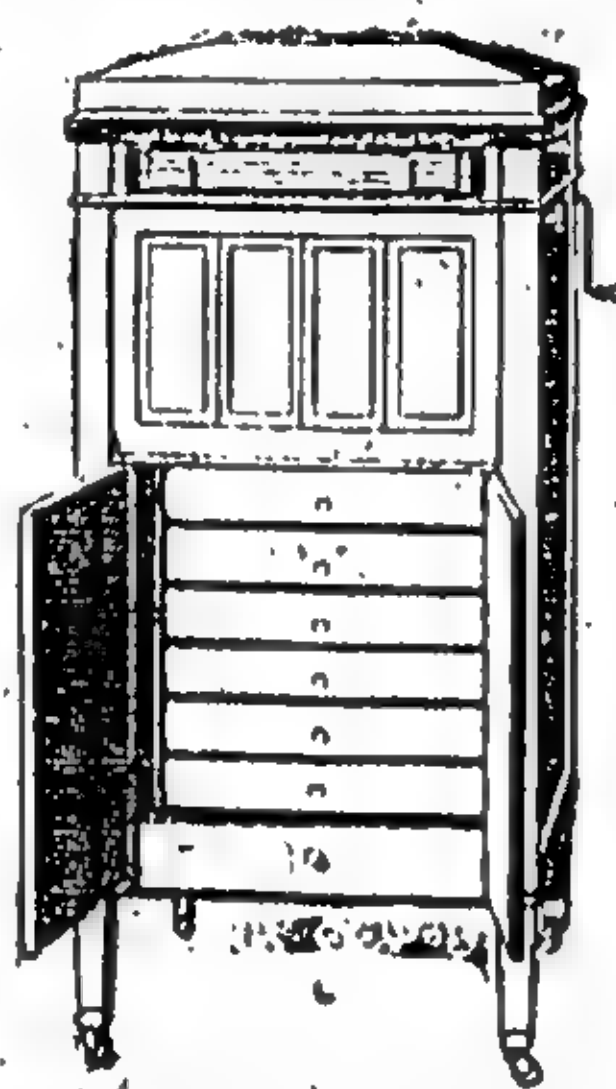
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ROCKET TO HIT THE MOON!

in 36 Hours' Flight.

Some time in the next few weeks, if Professor R. H. Goddard, a well-known American man of science, has made no mistake in his preliminary calculations, the man in the moon will receive the first message our satellite has received from the earth since it broke away from our planet a few million years ago.

The professor has constructed a gigantic rocket of a unique kind.

It will be fired from a specially designed apparatus, which, it is claimed, will give it the necessary initial velocity to overcome the backward pull of the earth's gravitation a speed of about seven miles a second.

When it has attained the region of inter-planetary space it is expected to continue its flight to the moon, the propelling power being supplied by continuous explosions of gas, automatically produced by means of an ingeniously designed internal mechanism.

Approximately 36 hours after the rocket leaves the earth, if all goes well, it is expected to reach its lunar target.

When it falls on the surface of the moon there will be an explosion of a charge of "Victor" flash powder which will produce a brilliant flash of light that ought to be visible from the earth in a moderately sized telescope, and thus signal back its safe arrival.

For some years Professor Goddard has been carrying out experiments with rockets designed to attain very great altitudes, and with these he has had no difficulty in reaching heights far in excess of those possible by means of meteorological balloons.

The results of these experiments suggested that it would be possible to fire a rocket propelled by successive discharges governed by reloading mechanism, free of terrestrial gravitation, and even to reach the moon, provided it were accurately aimed at the section of the moon's orbit, which the moon would be passing through at any definite time, calculated beforehand, after the rocket was fired.

MAY TRY MARS NEXT.

He has satisfied American scientists that the thing is possible, and the Smithsonian Institution has agreed to provide at least 5,000 dollars (over £1,100) towards the expenses of the experiment.

Professor Goddard is confident that he will be able to hit the moon and see the impact.

If he succeeds he may try Mars when that planet is nearest the earth next August. But it is to be hoped that should the Martians send a reply back by the same method, they will arrange to use the Sahara as their target.

Fortunately the moon is dead and uninhabited, and a return rocket from the moon to the earth is a danger we need not worry about.



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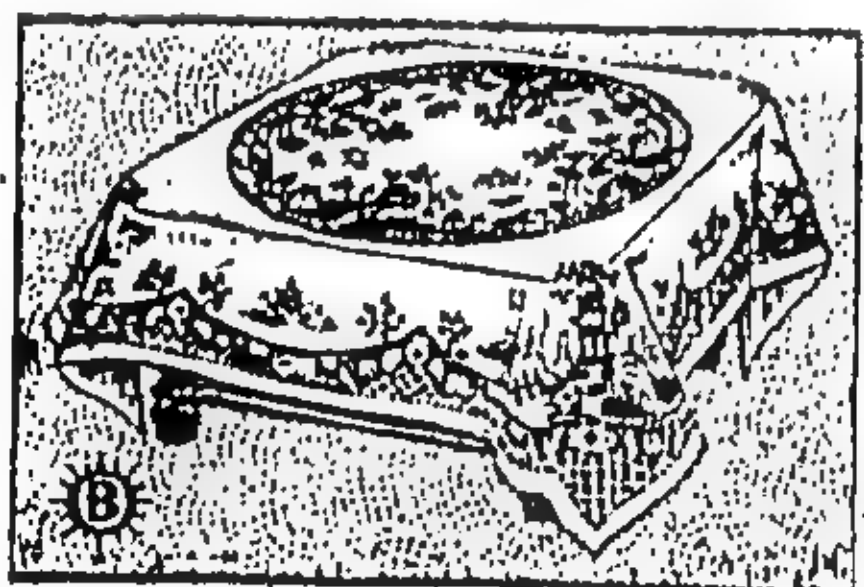
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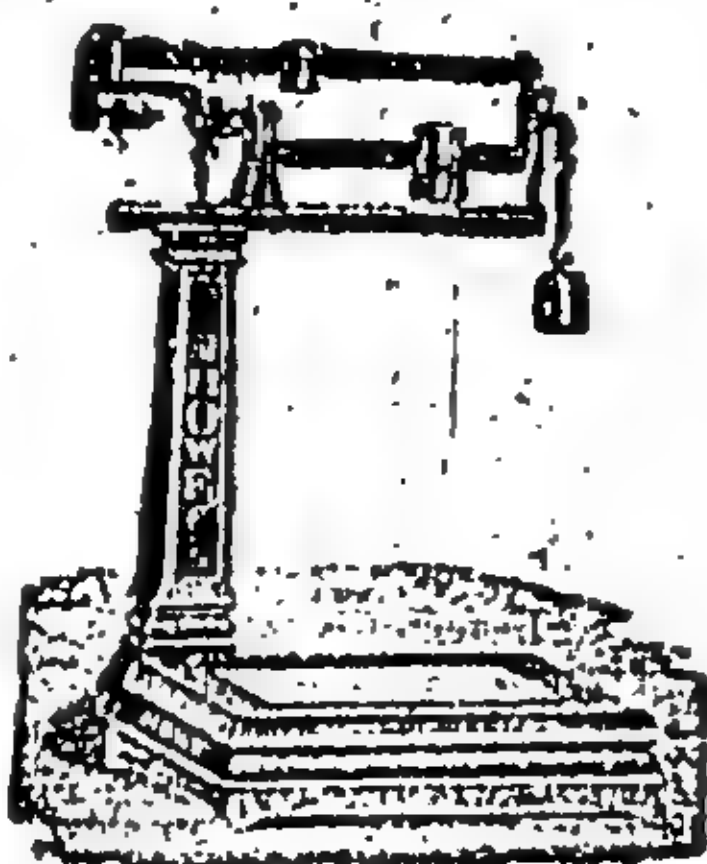
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DEATHS.

LOWE. At the Peak Hospital on May 31st, 1924 the Honourable Mr. Arthur Rylands Lowe, aged 52 years.

JOANILHO. On the 30th May 1924, at his residence, 14, St. Francis Yard, Faustino Anastasio Joanilho. Deeply regretted. Funeral will pass the Monument at 4 p.m. to-day. (Macao, Manila and Shanghai papers please copy).

The Telegraph.

HONGKONG, 31st May, 1924.

DECISIONS IN THE MAKING.

The British Labour Ministry has weathered another rough passage, but not without the Ship of State receiving much buffeting and consequent strains and stresses which will weaken its stability for future voyages. The big event of the week in Home politics has been an attempt by the Opposition to unseat the Government by criticising its unemployment policy or want of policy. This failed, by grace of the Liberals led by Mr. Asquith, but such a state of affairs cannot much longer continue. Apparently the Liberals are in process of making up their minds, and are still some way from coming to a decision. Do they fear that the next election will return Labour to power with an overwhelming majority, or is it merely jealousy of the Conservatives which keeps them from possibly giving the rival party a chance of returning with a working margin of seats? In either case it shows that Liberalism admits its own chances of returning to power are far from bright. Yet we discern a gradual ascendancy of that antagonism to the Labour party which has long slumbered in the breasts of Mr. Asquith and his followers.

The unemployment debate has shown clearly that the Conservatives are ready at any time to take up the challenge of the Socialists and go to the country for a final decision. Mr. Baldwin said as much in reply to Mr. Ramsay MacDonald. The Premier on the other hand seems positive that if opinion amongst electors is changing, it is in favour of the present Government. We shall not enter here into a discussion of how far Labour has failed to carry out its election pledges in the matter of unemployment. The average observer can judge for himself

whether anything is being done by the new administration in the least way different or more beneficial all round than the programme of the Conservatives. If Labour is determined to support the present Ministry, it is because of a blind loyalty, and a hope of obtaining dominating power in the next Government. The big test has yet to come, and that will be when both opposition parties pull a little in the same direction. Possibly the time is not to be very long in coming when Mr. MacDonald will have to bow to the inevitable and resign, for a spell at least. In Mr. Asquith's indication that the Liberals "were prepared to give the Government a little more time to turn round" there is a deliberate threat.

Our Harbour Master.

Hongkong is to have yet another official from Ceylon, in the person of Lieut.-Comdr. H. H. R. N., who is to be our new Harbour Master. Rumour has been busy for some time speculating as to who would succeed Commander Beckwith in the post, the name of at least one popular naval officer now on the China Station being freely mentioned in this connection. In some quarters, too, it was thought that Lieut.-Comdr. Conway Hako, who is now acting Harbour Master, might have been given the substantive post. He has certainly been a most capable man and has discharged the duties of his office in a manner which has given all-round satisfaction, added to which he is most popular with the Mercantile Marine, with which he was formerly connected. In this latter connection his sympathetic attitude to shipmasters in dealing with the piracy problem has been much appreciated. However, the post has now gone to an "outsider" but it is gratifying to feel that Lieut.-Comdr. Hako will still remain in the Department which he has served so well. Whilst in no way wishing to question the ability of men brought in from elsewhere, we may perhaps be permitted to doubt the wisdom of appointing so many of our leading officials from other Colonies. The "man on the spot" is surely deserving of consideration when the "plums" are being handed out, especially in view of his knowledge of local conditions. Moreover, it is sound business to give qualified men an opportunity to rise to the top post, in what ever department they may be serving.

Our Monuments.

The letters which have appeared in our columns protesting against the use to which the Cenotaph is put by Chinese coolies should serve to indicate to the authorities the strength of public feeling on this matter. Whether the best method of dealing with the evil is by enclosing the memorial or by placing a constable on duty at this point is immaterial; the chief point is that, whatever the means adopted, steps should be taken without further delay to stop Chinese from using the approaches to the Cenotaph as a sleeping and lounging place. It does seem a strange thing that nobody seems to make it his business in this Colony to look after our public monuments and see that they are kept in decent order. We should have thought that the pictures we recently published of the disgraceful condition of the site of the Wanchai monument to British and American sailors who laid down their lives in fighting a notorious pirate gang would have been sufficient to stir the authorities, but, as recorded elsewhere, it has been left to bluejackets to take the matter in hand. Then we have the instance of the "fountain that never founts" outside the City Hall, which is at present nothing but an ugly eyesore and is principally used by coolies as a resting-place. And now, even our new Cenotaph is coming in for similar misuse. May we, in all seriousness, ask the Government to spare a moment in order to give consideration to the state of our public memorials?

Some clever acting, a lifelike story with each scene dovetailing into the next, and exquisite scenes are shown in "Youth to Youth," which will be put on at the Queen's Theatre till Monday night. Charming Billie Dove and Odette Landis share the honours as hero and heroine, respectively.

DAY BY DAY.

KINDNESS IS VIRTUE ITSELF.

—Lamartine.

One British case of diphtheria was reported yesterday.

The name of Mr. Wan Soung-lun has been added to the list of authorized architects.

We learn that Bishop Norris is to preach at St. John's Cathedral at to-morrow morning's service.

Canton pawnbrokers are now said to be considering a strike against the imposition of new taxes.

A Congregation for the conferring of degrees is to be held at the Hongkong University on June 16th.

It is notified that the name of The Nam Mei Land and Investment Company, Limited, has been struck off the Register.

It is notified that the Government proposes to erect a public latrine on a site situated at the junction of Jordan Road and a new alignment of Canton Road.

A coolie woman was knocked down by a taxicab in Queen's Road East, near the Wanchai Monument, this morning, but although the car was travelling at a fast speed she was not severely injured.

It is notified that, at the expiration of three months, The China Industries Development Banking Corporation, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

It is notified that the two naval rescue tugs, referred to in connection with protection of property in the Harbour during typhoons can only be made available for public service when all naval movements are completed.

The *Canton Gazette* is officially informed that Hui Wong, the journalist who was recently arrested on the ground of allegations that he spread false rumours of Dr. Sun's death, has been sentenced to ten years' banishment and was deported on Wednesday last.

The "Lapereuse" of the Surveying Mission reports the presence of a dangerous shoal with less than 10 metres (32½ feet) of water in Lat. 10° 41' 30" North, Long. 108° 38' 00" East. The rocky shoal constitutes a danger for navigation on the coast of Southern Annam.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognize Senator don Pedro Vicente Bozcano, provisionally and pending the issue of His Majesty's Exequatur, as Honorary Consul in Hongkong for the Republic of Honduras.

On June 16th, there will be sold by public auction New Kowloon Lots Nos. 520 and 521, situated at Cheung Sha Wan, the respective areas being 27,000 and 24,700 square feet, the total upset price being \$31,000. On the same date, New Kowloon Inland Lot No. 970, situated at Shamshuipo and containing 3,084 square feet, will be sold, the upset price being \$10,200.

The Ping-sang, a tailor of Ah Mon Hing Cheong, came before Mr. K. E. Lindell, at the Police Court this morning, on a charge of being in possession of a revolver, two magazines and 58 rounds of ammunition without a permit from the Captain Superintendent of Police. The defendant, who is on a bail of \$2,000, was formally remanded. (Honusuo Office J. W. Keattie prosecuted).

A foreign passenger on the Kumano Maru from Shanghai refused to come to the station to present his passport for inspection when the vessel arrived at Moji, says the *Hochi*. He pleaded illness but the police went to his cabin and found him quite well though very indignant at being awakened at a very early hour. He is said to have remarked that it was ridiculous to treat Europeans like Asiatics. The *Yokohama Specie Bank* gave a rather more lurid version of the affair. Both papers say the passenger was forbidden to land. The name given is that of a member of the Hongkong staff of a well-known shipping firm, says the *Japan Chronicle*.

Bulls and Inners

□ □ From the Office Butts. □ □

There is no truth in the story that in order to make many of our new Government officials feel at home, the Botanical and Forestry Department will shortly introduce cinnamon gardens somewhere on the upper slopes.

If the price of building materials would only come down, a few more buildings might go up.

It is untrue that a small charge is to be made for persons who desire a daily "look-see" at the Peak Tramway thermometer.

A cable in the *Daily Press* regarding the Grindell Matthews death-ray dispute concludes by stating: "Marx has agreed form cabinet." To hold the obituary notices, we presume.

Since the introduction of the motor bus, Hongkong should do well in the long jump.

Appropriately enough, one of our local picture houses showed "A Face in the Dark" this week.

We really do think that May Rodents should be protected, especially during the close season, when hill climbing is so fatiguing.

C. C. Wu is mentioned as the next Canton Governor. Some people don't seem to care what happens to them.

The scaffold builder who was held up this week made a lot of fuss considering.

Amongst the matters dealt with by the P. R. A. last year were "applications for Punch and Coolie Tickets." Suppose the former was needed for the lower station bar.

Matches are getting dearer in Japan, but that doesn't lessen the number of strikes.

The snake which escaped from a man in the cells at the Central Police Station was possibly related to some which other occupants had seen.

We can conceive of even better things than being transported to a Canton for nothing.

Our two salt-water Guilds seem to think that Government may have a say in the making of statutes.

Some of those people who rush to Castle Peak will have plenty of time one of these days to attend the funeral.

We notice, according to the *Morning Post*, that the living Buddha is dead.

Horse-sense behind the steering wheel is more important than horse-power in the engine.

Motor Cyclists' Hint:—Always remember that the fellow you may meet coming round that corner may be as crazy as you are.

The other day McWhirter remarked that if he had to ride a motor cycle in order to reach Heaven, he'd chance the other place. Perhaps it wouldn't be such a long chance for a' that.

From the look of some of these bathers you can never be sure whether 45 is their age or their waist measurement.

This Cornelius correspondence reminds us that in the old days heretics were placed on the rack, whereas now they get in on the leader page.

What is the difference between a pedestrian and a Government official? They have both to be good at dodging.

Extract from a letter from the general managers of the Peak Tramways Co. to the Hon. Secretary of the P.R.A.:—"On each side of the gate (the gilded barrier) there will be an arm . . . which will protect those in front from being elbowed out of their place by late comers." From this observation, we presume that the sacrificial courtesies shown by Peak residents, when boarding trams, rendered the above arrangement totally unnecessary.

We wish our architects were as willing to make a divergence from their fees.

There is no truth in the statement that Mr. David Wood will take with him copies of our local ordinances in order to provide light reading on the voyage.

It is remarkable how few of the folk knocked down on Sundays are on the way to church.

A Kowloon father got up the other night to heat some milk for baby. He nearly set the house on fire. Despite the provocation, we are still inclined to think the whole thing accidental.

Judging by the prices they pay for silk stockings, many of our lady folk must be up to knees in debt.

Rome may boast of its culture, but Hongkong's chief source of pride is its traffic problem.

Fashion Note:—"Frocks are now carrying touches of ermine." Our office cat has been missing for a week.

Many a Hongkong man seems very important until you meet his friends.

We trust that when the General Managers of the Peak Tramways distributed that \$500 emolument to its staff, they did not overlook the individual responsible for the gilded grill.

If they did it is suggested that an appropriate gift would be a photograph of the barrier, showing a few Peak residents rampant in the background.

To some Hongkong folk, home is a place where clothes are changed to go somewhere else.

And what will the "Robin" do now, poor thing?

When an Aberdonian gets presented with a smoking outfit, the difficulty arises as to where the tobacco is to come from.

The *China Mail* heads a speech by Trotsky thus: "Lenin's Humiliations: Comparing Himself to a Private." Hello! Hello!

We're wondering how much May Road will subscribe to the annual donation for the staff of the Peak Tramway Company.

Who was the man who attended to Castle Peak will have plenty of time one of these days to attend the funeral.

Manila is short of water. Never mind, they've a brewery there.

The next time we ask for our salary to be raised from \$34 to \$54 we're going to point out that it's not exactly an increase.

If Cornelius had been a race pony he couldn't have received more attention.

The P. W. D. has no working bullocks. The China Coast Guilds must have been thinking of the Colonial Secretariat.

We saw a motor-car in town the other day bearing the monogram "T. T." All the same, we suppose it absorbs a little spirit now and then.

The Government's decision regarding verandahs is that you can have one if you cannot show good reason why you shouldn't.

It all depends. A crack on the head a mile away is a mere incident but a police whistle blown under your window is a riot.

One of Renter's staff speaks of the "complacent detachment" of the Hongkong Chinese shopkeepers at Wombey. He obviously wasn't there to buy anything.

The way our best people continue to go on vacation makes us wonder how we're going to see the year through.

In one of our local courts this week, defendant was described as being "very sharp." We'll say so. He was found with four daggers in his possession.

AN INTERESTING LOCAL WEDDING.



Group taken at the wedding, at the Peck Church on Wednesday last, of Mr. S. H. Hower and Miss Etheredge. (Photo: Ming Yuen).

BE CONTENT. HOW?

By the Rev. G. R. Lindsay, M. A.

Few will question that the life and experience of St. Paul were varied and strenuous above the average. The persecution to which he was subjected, the bodily infirmity which troubled him continually and the mental strain involved in "the care of all the Churches" were enough to make the noblest character discontented, if not morose. Nevertheless, he writes and from a Roman prison: "I have learned to be content under all circumstances." He at once proceeds to give the secret: "Christ enables me." This, then, is the secret of how we may be content.

First, Christ brings peace to the conscience. It was Paul who once had cried "O wretched man that I am," but now "All was peace and light. His soul within." For the Lord had had mercy and now, being justified by faith in Jesus Christ, he has peace with God. And not only peace with God, but the peace of God is in his heart and mind. He is changed. Circumstances assume a different aspect. He sees things from a different angle. What seemed misfortune greater than I can bear. "You, and loss are now seen to be eternal gain. He knows how to turn the clouds about." Even temptation may be a joy, and death has lost its sting. Secondly—Christ produces contentment by giving us a new conception of life. Our love is generated from a new centre to a new object—others. Plato said that "in seeking the good of others we find our own." Christ said "This more blessed to give than to receive."

St. Paul was too busy to be discontented. The busy and indolent are always the most dissatisfied, but the apostle in "spending and being spent" had not the time to worry and fret. The key to contentment is service, not selfishness.

But there come to many, experiences with nothing to brighten them, which puzzle and bewilder even a saint. "Why hast thou forsaken Me?" What is to content him now? The moral advice to "pick up your troubles and smile" may be good on occasions of petty discomfort incidental to common life, but such a human antidote fails to meet the deep needs of a man's spirit, when he is living in a shadow and peers out only into darkness.

It may be a bodily affliction which renders him apparently useless in the world. It may be a sorrow caused through the sin of another which crushes his God. It may be a bereavement of which cannot see the "why," or a disappointment in the absence of a Parliament building, the assembly is being held in the dancing hall of a local hotel, probably the first time in history, even in Colonial legislatures, that such an assembly has deliberated in licensed premises. Nevertheless the dignity of the occasion is well being maintained, though the waiting crowd have been entertained to orchestral music. The opening was attended by the usual pomp and ceremony. —*Reuter.*

"I live, yet not I. Christ lives in me. I live by faith in Him." A life so surrendered can weather every storm that blows.

GIVE YOUR SKIN A CHANCE.

Some people take their baths by the calendar and not by necessity.

Mr. Mann, had he been of an inquiring turn of mind, would have learned that, for centuries, the bath was a luxurious pastime among the Egyptians, Romans and Greeks.

In fact great works of art were created about the baths, and such a state of luxuriance did it achieve that Seneca, the Roman philosopher, once wrote, "To such a pitch of luxury have we come that we are dissatisfied unless we tread on gems in our baths."

Mr. Mann might go more frequently to the tub and with greater keenness, did he know he was indulging in a sport of kings.

But, on the more scientific side: Skin becomes enveloped in a varying layer of perspiration, dust, dirt and grime; becomes clogged and cries for air and an opening of the pores; is swathed in tight clothes and compressed. By bathing we may awaken the skin to activity.

Baths have varying effects upon individuals, depending chiefly on duration of time in the tub and heat of water. They may be either tonic or suffocating.

A bath of about 102 to 105 degrees can be continued for two or three minutes, filling surface blood vessels, stimulating functions of the brain, heart and nervous system. A short bath may be taken daily, particularly at night before retiring.

Bathe often and give your skin a chance.



TERRIBLE EXPLOSION AT BUCHAREST.

Vienna, May 30.

A thousand wagon loads of munitions, containing twelve thousand shells which were recently received from the S. S. S. works and also a quantity of old munitions, were involved in the explosion at Bucharest. It is estimated that two billion lei worth of damage has been caused by the explosions, which continue. A fearful panic prevailed for two hours among the population of the threatened area, who fled to the centre of the city. Many houses have fallen and an immense number of windows have been shattered. King Ferdinand narrowly escaped, as a shell exploded on the spot he had just vacated. —*Reuter.*

COLONIAL PARLIAMENT IN DANCE HALL.

Salisbury, South Africa.

The First Southern Rhodesian Legislature was opened to-day under unique conditions, the huge attendance including many settlers from remote districts. In the absence of a Parliament building, the assembly is being held in the dancing hall of a local hotel, probably the first time in history, even in Colonial legislatures, that such an assembly has deliberated in licensed premises. Nevertheless the dignity of the occasion is well being maintained, though the waiting crowd have been entertained to orchestral music. The opening was attended by the usual pomp and ceremony. —*Reuter.*

FRENCH ECONOMIES.

Paris, May 30.

The Cabinet has decided to issue decrees, giving effect to economies in various public services, totalling 440 million francs. —*Reuter.*

Amongst those who were invited to be present on the Royal dais at the opening ceremony of the Empire Exhibition were the Chinese Charge d'Affaires and Mme. Chu, the Japanese Ambassador, Siamese Minister, Mr. A. Caldecott (Malaya), Mr. H. F. Deshon (Sarawak), Sir Newton Stubb (Hongkong), and Lady Stubb, Mr. and Mrs. C. H. P. Hay, Mr. Liang Shih-yi, the Rajah and Ranee of Sarawak, Sir Arthur and Lady Evelyn Young, Sir Frank and Lady Swettenham, Sir Walter and Lady Egerton, Sir Hugh and Lady Clifford, Sir Frederick and Lady Lugard, Sir F. and Lady Seton James, Sir Ernest and Lady Birch, Dr. and Mrs. Hosc, Mr. and Mrs. Hallifax, Mr. and Mrs. Bird, Sir Robert and Lady Ho Tung and Miss Ho Tung, Miss 'Sin, and Mr. Chow-Shou-son.

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"Having found the analysis satisfactory, we used KLIM for practically all purposes in the Hospital, for which fresh cow's milk is customarily used and found it to possess numerous advantages over fresh milk."

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(Signed) LINCOLN B. BROWN,
Major Medical Corps, U.S.A.A.M.C.
Superintendent, Hospital Santo Tomas, Republic of Panama.

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REMARKABLE AUCTION IN PARIS.

An Entire Nation Offered For Sale.

Paris, April 17.—An entire nation with 65,000 people, a river full of excellent fish, a history that goes back to the days of Wallenstein, castles, forests and royal chateaux was offered at the auction block here to-day.

It is the little principality of Sagan, situated between Sillesia and Brandenburg, and covering

about 500 square miles of territory rich in historic German legends.

The offer is made by the Duke of Talleyrand de Perigord, husband of Anna Gould, "serene highness" of the independent principality. The only qualifications are that the Duke retains the title of "serene highness of Sagan," and that the price be fixed by the Duke's Minister of Finance.

Both the French and German Governments must consent to the sale; but the Duke declares this is a "mere formality," as the Talleyrand family is the sole owner of the domain.

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Pinnacle Navy Cut	—	\$1.20
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Cordangan	—	\$1.50
Boardmans, Chairman Recorder, John Cotton, Barney, Parson's Pleasure, Punch Bowl, Army Mixture all to	—	\$1.50
Ardath	—	\$1.40
Valladils Egyptian Cigarettes reduced to non-plus-ultra	—	\$1.60
La France	—	\$1.40
Dames	—	\$1.40
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CAMERA NEWS.



Terence Lockhart, aged 22 months.



Joyce Glendenning, aged 3 years and 5 months.
(Photo: Ming Yuen.)



Murray Tan-Nish, aged 16 1/2 months. (Photo: Ming Yuen.)



Here is shown Mr. B. D. F. Beith's pony, The King, which has a curiously high wither, which prevents an otherwise small pony from passing the standard under 13.3. Under the old rules, with fractions of an inch in favour of the pony, The King held a 13.3 certificate. Under the new rules, fractions over 13.3 count against the pony. In consequence, this smart sprinter is debarred from racing except in Trotting.



David Martin Roe, aged 15 months. (Photo: Ming Yuen.)



Moo Lick Philip Lee, aged 8 months and nine days. (Photo: Ming Yuen.)



Hongkong Basketball Champions, including players from Railroad Recreation Club (Open League) University (Senior School) and Ellis Kadporis (Junior School). Photo by Mac Cheung.

SHIPPING NEWS

The following local shipping and mail intelligence has been received to noon today:

Vessels Arrived.			
Vessel	Agents	From	Mooring
Devanagere	Kung Yuen	Batavia	C 14
Hydrangea	Y. M. & Co.	Calcutta	C 15
Banani M.	B & S	Calcutta via S'pore	B 55
Pookang	B & S	Calcutta	B 12
Dardanis	B & S	Bombay via S'pore	B 12
Banani M.	N Y K	Bombay	A 6

Clearances.			
Vessel	Agents	Where Bound	Departure
Lushan M.	N Y K	Shanghai via Swatow	1st May
Khiva	P & O	London via S'pore	"
Lien Shing	OMN	Shanghai	"
Banani M.	B & S	Halifax	"
Yuenang	J M & Co.	Manila	"
Banani M.	N Y K	Kobe via Shanghai	"
Banani M.	O B K	Kobe via Swatow	1st June
Hok On	Hong On	Fort Bayard	"

Impending Departures.			
Vessel	Agents	Destination	Sailing Date
Bado M.	N Y K	Japan	1st June
Mingang	J M & Co.	Kobe	2nd
Taiwan	B & S	Hamburg	2nd
Dardanis	B & S	Manila	2nd
Yuenang	J M & Co.	Manila	2nd
Calcutta	B & S	Glasgow	3rd
Alipora	P & O	Bombay	3rd
Tjiluwang	JOJL	Shanghai	3rd

Impending Arrivals.			
Vessel	Agents	From	Due Hongkong
Cylopa	B & S	Singapore	1st June
Furim M.	N Y K	Singapore	1st
Ceylon M.	Y K K	Singapore	1st
Belyo M.	T K K	Yokohama	2nd

Consignees Diary.			
Vessel	Agents	Goods	Examination Date
Bolton Castle	D & C.	Kowloon	May 31
Prin. McKinlay	A. O. L.	Kowloon	June 1
Prin. Hamon	D. L. L.	Kowloon	June 2
Ostafilly	M. M.	Kowloon	June 3
Elvino Pollon	D & C.	Kowloon	June 4
Thelma	T & Co.	Kowloon	June 5
Benzonch	U. L. Co.	Kowloon	June 6

Empress of Australia arrived at Kobe on the 20th May left Kobe on the 23rd May and is due at Shanghai on the 1st June.
K. Templar arrived at New York on 20th inst.
Nellora arrived from Hongkong on 28th May 3 a.m.

SHARE QUOTATIONS.

STOCK EXCHANGE		BANKS.		SHAREBROKERS' ASSOCIATION	
H.K. & S. Bank	b. 112 1/2	sa. 113 1/2	a.		112 1/2
(London)	a.	133	a.		
Chartered Bank	b.	139	a.		139
Mercantile Banks A & B	b.	139 1/2	a.		139 1/2
Mercantile Banks C	b.	141 1/2	a.		
P. & O. Bank	b.	97 1/2	a.		97 1/2
Bank of India	a.	97 1/2	a.		99 1/2
MARINE INSURANCE.					
Canton	b.	680	a.		690
China Underwriters	a.	1	sa.		1
North China	b.	\$140	a.		140
Union	a.	221	a.		221
Yangtze	a. & d.	29	a.		29
FIRE INSURANCES.					
China First	b.	156	a.		155
H.K. First	b.	580	a.		540
SHIPPING.					
Douglas	a.	55	a.		59
H.K. Steamboats	a.	355	a.		31
H.K. Tugs	b.	36	a.		
Indos (Prof.)	b.	113	a.		35
Indos Def. Los/Reg.	a.	113	a.		100
Indos Def. H.K. Reg.	a.	90/-	a.		90/-
Shells	b. & d.	97 1/2	a.	a. d.	80
Ferries	b.	104	a.		161
Water-roads	b.				
REFINERIES.					
China Sugar	b.	256	a.		235
Malacca	a.	47	a.		45
MINING.					
Bonguet Consolid	a.	P. 31			
Kalia	a.	70/-	a.		68/-
Langkat Combined	a.	22 1/2	a.		24 1/2
Kaua	a.		a.		430
Trochus	a.	41/9	a.		42/-
Ural Caspian	a.	14/-			
DOCKS, WHARVES, GODOWNS &c.					
H.K. Wharves	b.	170	a. 162 1/2	sa. 170	sa. 170
K. Docks	b.	165	a. 145	sa. 145	
Hongkong Wharves	b.	190			
New Engineering	b.	630	a.		640
Shanghai Docks	b.	91 1/2	a.		91 1/2
LANDS, HOTELS & BUILDINGS.					
H.K. Hotels (sum ris.)	b. & sa.	15	a.		19
Do. (New Prem.)	b.	13	a.		12 1/2
H.K. Developments	a.	11	a.		11
H.K. Lands	a.	110	a.		109 1/2
H.K. Realty	b. & sa.	2 1/2	a.		2 1/2
H.K. Territories	a.	110	a.		115 1/2
Humphreys Estate	a.	24	a.		21 1/2
Princess Bldg.	a.	150	a.		150
COTTON MILLS.					
Two Cottons	b.	1130	a.		1125
Oriental	a.	40	a.		470
Shanghai Cottons	Old a.	62	a.		55
Shanghai Cottons	New a.	39	a.		30
MISCELLANEOUS.					
Canton Ice	b.	8 1/2	a.		8 1/2
Comstock (sum ris.)	b.	21 1/2	a. 21 1/2	sa. 21 1/2	
Do. (New Prem.)	b.	563	a. & sa.		560
China Light	a. 14 1/2	new b. 9	sum all sa. 16	old sa. 9	
China Providents	Old a.	14	sum all		14
Do.	New a.	7			7 1/2
Construction	b.	25 1/2	a.		25
Dairy Farms	a.	10	a.		10
Der A Wing (l.p.)	a.	34 1/2	a.		34
(l.p.p.)	a.	34 1/2	a. 35		35 1/2
Electricity H.K.	Old a.	38	a.		38 1/2
Electricity Macao	Old a.	25	a.		25 1/2
Hongkong Tugos	Old a.	8	a.		7
H.K. Tugos (New) Prem.	a.	37 1/2	a.		36 1/2
Hongkong Tramways	a.	17	b.		17
Lane Crawford	a.	22 1/2			
Mackintosh	Old a.	17	a.		17
Park Tram	New a.	31	a.		28 1/2
Park Trams	a.	134	a.		134
Sincere	b.	4 1/2	a.		4 1/2
Taxis	b.	27	a.		28
Watson	a.	16	a.		16
Wm. Powell	a. 16	a. 15			
Nanyang Tob.	a.				31 1/2
Hongkong, May 31 1923.					

PACIFIC SHIPPING.

CANADIAN PACIFIC
HOME VIA CANADA

HONGKONG TO ENGLAND

From	Due	From	Due
Hongkong	June 25	Manila	June 30
Manila	July 2	Hongkong	July 7
Hongkong	July 10	Manila	July 15

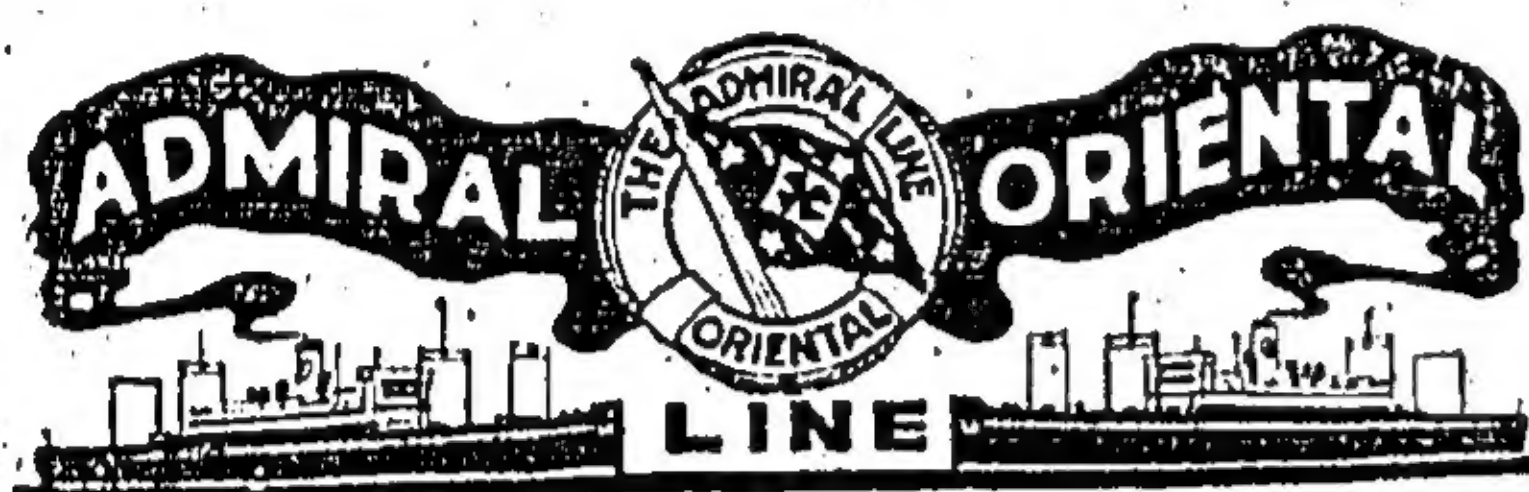
Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Chertbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary. Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.

From	Due	From	Due
Hongkong	June 25	Manila	June 30
Manila	July 2	Hongkong	July 7
Hongkong	July 10	Manila	July 15

Passenger Department: Tel. 753. Freight and Express: Tel. 42.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON"	June, 8th.
"PRESIDENT JEFFERSON"	June, 20th.
"PRESIDENT GRANT"	July, 2nd.
"PRESIDENT MADISON"	July, 14th.
"PRESIDENT MCKINLEY"	July, 26th.

TO EUROPE

\$120-\$112-\$110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclines on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON"	June, 11th.
"PRESIDENT GRANT"	June, 23rd.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

MANAGING AGENTS-UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 & 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

NORDDEUTSCHER LLOYD,
BREMEN.

Far Eastern Passenger & Freight Service.
OUTWARD BOUND
(To Shanghai, Kobe and Yokohama)

Ship	Date of Arrival at Hongkong
S.S. "SAARBRUECKEN"	20th June.
S.S. "SCHLESSEN"	23rd July.
S.S. "AACHEN"	20th Aug.
S.S. "COLENZ"	12th Sep.
S.S. "ELBERFELD"	18th Oct.
S.S. "PFALZ"	15th Nov.
S.S. "SAARBRUECKEN"	13th Dec.

HOMEWARD BOUND

(To Manila, Singapore, Belawan, Colombo, Port Said, Genoa, Rotterdam and Hamburg.)

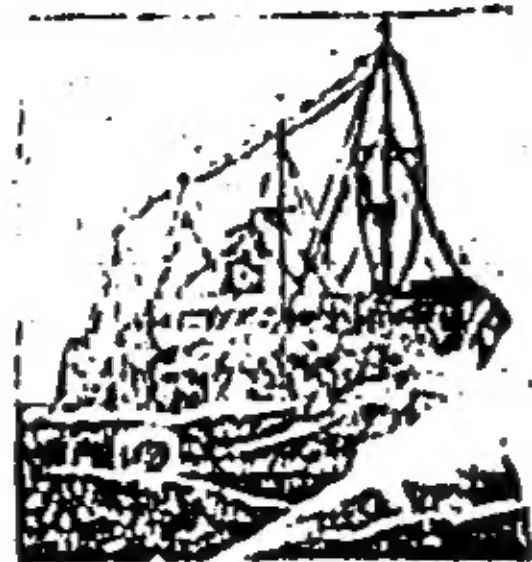
Ship	Date of Departure from Hongkong
S.S. "HOLSTEIN"	8th July.
S.S. "PFALZ"	10th July.
S.S. "SAARBRUECKEN"	24th July.
S.S. "SCHLESSEN"	12th Sept.

Steamers and dates liable to be altered or cancelled without notice.
*These steamers have accommodation for 88 passengers in the Cabin Class and 140 in the Intermediate Class.

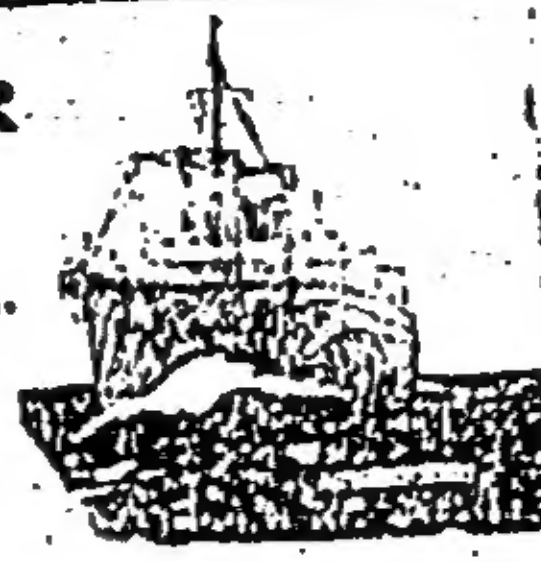
For Passage and Freight please apply to

Queen's Building
No. 8 Exchange Chater Road.
MELCHERS & Co.
Agents
Tel. C. 4557

PACIFIC SHIPPING.

DOLLAR
LINE

"Around the World"

ROUND THE WORLD
FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

MANILA, SINGAPORE, PENANG, COLOMBO,
NAPLES, GENOA, MARSEILLES,
BOSTON, NEW YORK.

FIRST AND THIRD CLASS ACCOMMODATIONS.

"PRESIDENT VAN BUREN"	June 10th
"PRESIDENT HAYES"	June 24th
"PRESIDENT ADAMS"	July 22nd
"PRESIDENT GARFIELD"	Aug. 5th
"PRESIDENT POLK"	Aug. 19th

FREIGHT SERVICE

FROM HONGKONG

FOR NEW YORK & BOSTON VIA PANAMA.

FOR NEW YORK, BOSTON & BALTIMORE

VIA SUEZ

FOR SAN FRANCISCO & SAN PEDRO.

Through Bills of Lading to all United States and Canadian Overland Points & Havana.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor.
Tel. C. 2477, 2478 & 795. No. 4, Des Vaux Road.
CABLE ADDRESS "DOLLAR"

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU.

The Paradise of the Pacific.

REDUCED FARE TO EUROPE

\$120 \$112-\$110

First class through-out. Minimum class steamer on the Atlantic.

HONGKONG TO SAN FRANCISCO

Ship	Tons	Leave Hongkong
KOREA M.	From Yokohama	June 12, 20,000
SHINYO MARU	22,000	June 27.
SIBERIA MARU	20,000	July 12.
TATTOO MARU	22,000	July 25.
TENYO MARU	22,000	Aug. 8.

HONGKONG TO VALPARAISO.

Ship	Tons	Leave Hongkong
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.		
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.		
SEIYO MARU	14,000	June 12.
RAKUYO MARU	18,500	July 19.

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.
For Full information regarding passengers, freight and sailings Apply to:-

Agents at Canton.
Y. TSUTSUMI, Manager.
King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 14th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
ISLA DE PANAY 23rd June.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stowage and Doctor carried.

For particulars of freight or passage apply to:-

ROTELHO BROS.

(Tel. 1531) Alexandra Building, Hongkong.
O. D. BARRETTO. 28 Central Avenue, B.C. CANADA

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Hillman & Beckett S.S. Co., Ltd.)

Ship	Leave Hongkong
S.S. KASAMA	31st May.
S.S. DIOMEDE	11th June.
S.S. MENELAUS	21st June.
S.S. CITY OF SHANGHAI	1st July.

Steamers opened via Suez Canal or Pan. Am Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to:
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON HOLYOAK, HUSSEY & Co. LD. CANTON

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

Ship	Leave Hongkong
"DARDANUS"	2nd June London, Hull, Rotterdam & Hamburg
"LAOMEDON"	9th June London, Rotterdam & Hamburg
"MENTOR"	16th June M'Isles, London, Rotterdam & Hamburg
"LYCAON"	30th June London, Rotterdam & Hamburg

LIVERPOOL

Ship	Leave Hongkong
"CALCHAS"	3rd June M'Isles, Havre, Liverpool & Glasgow
"NINGCHOW"	20th June Genoa, M'Isles, Liverpool & Glasgow
"DEMODOCUS"	1st July M'Isles, Havre, Liverpool & Glasgow

PACIFIC SERVICE

Ship	Leave Hongkong
"ACHILLES"	23rd June Victoria, Seattle & Vancouver
"PHILOCTETES"	11th July Victoria, Seattle & Vancouver

NEW YORK SERVICE

Ship	Leave Hongkong
"DIOMEDE"	11th June Boston, New York & Baltimore (via Suez)
"MENELAUS"	21st June Boston & New York (via Suez)
"CYCLOPS"	11th July Boston & New York (via Suez)

PASSENGER SERVICE

Ship	Leave Hongkong
"ANCHISES"	15th June for Shanghai
"MENTOR"	16th June for Singapore, Marseilles & London
"ANCHISES"	14th July for Singapore, Marseilles & London
"TEIRESIAS"	11th Aug. for Singapore, Marseilles & London
"SARPEDON"	9th Sept. for Singapore, Marseilles & London
"PATROCLUS"	21st Oct. for Singapore, Marseilles & London

For Freight and Passage Rates and all information Apply to:-

BUTTERFIELD & SWIRE
AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS
4, Des Vaux Rd., C. H.K. & S'hai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

Ship	Leave Hongkong
For San Francisco & Los Angeles from Hongkong by Direct Route.	
U.S.S.B. "West Chopaka"	2nd June
U.S.S.B. "West Carmona"	4th June
U.S.S.B. "West Carmona"	12th June
U.S.S.B. "West Carmona"	14th June

LARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila, Cebu & Zamboanga.

Ship	Leave Hongkong
U.S.S.B. "West Cajoot"	2nd July
U.S.S.B. "West Cajoot"	4th July
U.S.S.B. "West Cajoot"	11th June
U.S.S.B. "West Cajoot"	11th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY.
L. EVERETT. 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. Phone Central No. 3008.
Indo-China-Straits & Java. O. P. BRADFORD, Res. Agent.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins, Benson's, Marconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 55' 1" x 31' 0" 3,300 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD. being one of four identical vessels built in these WORKS to the same order.
Please address enquiries to the Chief Manager.

R.M. DYER, S. Sc. M.I.N.A., Kowloon S.S. Hongkong

CONSIGNEES.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUEL
DES MESSAGERIES
MARITIMES.

S.S. "CHANTILLY"

Consignees of Cargo from Marseilles & Co. also cargo ex S.S. "ANTINOUS" from Bordeaux. In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharves and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to day requesting it to land here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 31st May 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in on or before the 5th. June 1924, or they will not be recognized.

All damaged packages will be examined on Saturday the 31st inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER.

Acting Agent.

Hongkong, 26th. May, 1924.

NOTICE TO CONSIGNEE

The Steamship

"BOLTON CASTLE"

From NEW YORK.

CONSIGNEES of cargo are hereby informed that Goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before 24th. inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 9th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 24th. May, 1924.

Shipping to Europe, Australia, and other Ports.

& O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Manilla, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
HIVA	9,097	31 May light	M'les, London & Antwerp
IPOR	5,273	3 June, noon	Manila, Singapore & B'bay
CILIA	6,813	11th June	S'pore, Pang, C'bo & B'bay
ASHGAR	8,840	14th June	M'les, London & Antwerp
DREA	10,911	28th June	M'les, London & Antwerp
DDERPORE	5,334	30th June	S'pore, Pang, C'bo & B'bay
UDAN	6,696	9th July	S'pore, Pang, C'bo & B'bay
ARMALA	9,098	12th July	M'les, London & Antwerp
ALWA	10,941	26th July	M'les, London & Antwerp
EVANHA	8,092	9th Aug.	M'les, London & Antwerp
CILIA	6,813	22nd Aug.	S'pore, Pang, C'bo & B'bay
ANTUA	10,902	23rd Aug.	M'les, London & Antwerp
GOVA	6,854	30th Aug.	M'les, London & Antwerp
ARDINIA	6,684	4th Sept.	S'pore, Pang, C'bo & B'bay
ALAN	9,118	6th Sept.	M'les, London & Antwerp

S.S.	Tons	From Hongkong (about)	Destination
ARADA	6,949	30 May 1 p.m.	S'pore, Penang & Calcutta
ORILLA	5,205	14th June	S'pore, Penang & Calcutta
ALWA	10,000	20th June	S'pore, Penang & Calcutta

S.S.	Tons	From Hongkong (about)	Destination
AFURA	6,000	2nd July	Manila, S'kan, Thursday Is.
ALBANS	4,500	30th July	Townsville, B'bane, Sydney
STERN	4,000	27th Aug.	& Melbourne

Present operating from Australia with the following:
S.S. "P. & O. Royal Mail" steamers to London via Cape
S.S. "P. & O. Royal Mail" steamers to London via Cape
S.S. "P. & O. Royal Mail" steamers to London via Cape
S.S. "P. & O. Royal Mail" steamers to London via Cape

S.S.	Tons	From Hongkong (about)	Destination
ORADA	10,911	30 May noon	Shanghai, Moji & Kobe
ALWA	10,000	3rd June	Amoy, Moji & Kobe
DDERPORE	5,334	6th June	Shanghai & Kobe
AFURA	6,000	7th June	Moji & Kobe
ARMALA	9,098	13th June	Shanghai, Moji & Kobe
UDAN	6,696	14th June	Shanghai

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be
received at the Co.'s Office up to noon on the day previous to sailing
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
Agents.
62, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.	
U. K., STRAITS, CHINA, & JAPAN Service.	
OUTWARDS.	HOMEWARDS.
Vessel.	Due Hongkong.
CARMARTHENSIRE	In port
CARNARYNSHIRE	12th June.
GLENTARA	29th June.
GLENGARRY	7th June.
	London, Rotterdam & Hamburg

Movements are subject to change without notice.
For freight or further particulars please apply to:
JARDINE-MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports.
KUT	30th June	14th July
TAIYUEN	9th July	

This steamer is fitted with Refrigerating machinery, ensuring
plentiful supply of ice, fresh provisions etc. and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares,
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.
FOR CANTON
S.S. "TAIKWA MARU" ... on or about May.
FOR HAIPHONG via Hoikow & Pakhoi
S.S. "TAIKWA MARU" ... on or about 29th May.
FOR KEELUNG via Swatow & Amoy
S.S. "NANYO MARU No. 1" ... on or about 9th June.
For further particulars, please apply to:
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West.
Tel. Central No. 155.
Top Floor, King's Building,
Tel. Central No. 140 & 4457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points
in U.S.A. and Canada.

S.S.	Tons	From Hongkong (about)	Destination
IYO MARU
YOKOHAMA MARU
MARSHILLES, LONDON & ANTWERP
KASHIMA MARU
HAKONE MARU
HAMBURG via LONDON & ROTTERDAM
LIMA MARU
LIVERPOOL via MARSEILLES & VALENCIA
TOYOHASHI MARU
SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU
YOSHINO MARU
NEW YORK and/or BOSTON via PANAMA
TOKAOKA MARU

S.S.	Tons	From Hongkong (about)	Destination
BUENOS AIRES via Singapore, Durban & Cape Town
KAWACHI MARU
BOMBAY via Singapore & Colombo
TAMBA MARU
CALCUTTA via Singapore, Penang & Rangoon
BENGAL MARU
NAGASAKI, KOBE & YOKOHAMA
YOSHINO MARU
SHANGHAI, KOBE & YOKOHAMA
TOTTORI MARU
SADO MARU
FUSHIMI MARU

For further information apply to:
Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK & BOSTON via SUEZ.
S.S. "BOLTON CASTLE" Sailing on or about 9th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.
£66.
NEXT SAILINGS.

S.S.	Tons	From Hongkong (about)	Destination
S.S. "NIPPON"
S.S. "GERANIA"
S.S. "ROSANDRA"
S.S. "BRENTA"
S.S. "VENEZIA"

S.S.	Tons	From Hongkong (about)	Destination
S.S. "DUCHESSA D'AOSTA"
S.S. "SILVIO PELLICO"
S.S. "NIPPON"
S.S. "GERANIA"
S.S. "ROSANDRA"
S.S. "BRENTA"
S.S. "VENEZIA"

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD.
Agents.
Telephone Central 1030.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZIMBI" ... Sailing about 10th June.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD.
Agents.
Telephone Central 1030.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong
Subject to alteration.
City of Athens 13th June. M'les, London, R'dam & Hamburg
PASSENGER SERVICE
City of Lahore 26th Oct. Shanghai & Japan
City of Lahore 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Class	1st Class	2nd Class	3rd Class
Single	£102. B. £84.	£62. B. £56.	£42. B. £36.
Return	£161. B. £147.	£108. B. £98.	£64. B. £56.

Cargo Steamers Saloon Passage £62.
For further particulars apply to
HOLYOAK MASSEY & CO. LTD. **THE BANK LINE, LTD.**
CANTON. Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sat.	Sailings
SHANGHAI	Lienshang	Sat.	31st May at noon.
HAIPHONG via Hoihow Mingsang	Sun.	1st June at 10 a.m.	
MANILA	Yuen-sang	Mon.	2nd June at 10 a.m.
BANGKOK via Swatow Mingsang	Tues.	3rd June at 10 a.m.	
TTAO via S'ow & S'hai Yusang	Wed.	4th June at 9 a.m.	
SHANGHAI via Swatow Kwongsang	Fri.	6th June at 10 a.m.	
SANDAKAN	Mausang	Fri.	6th June at 1 p.m.
MANILA via Amoy	Sat.	7th June at 3 p.m.	
HAIPHONG via Hoihow Leesang	Sun.	8th June at 10 a.m.	
KOBE via Shanghai	Kutsang	Wed.	11th June at 7 a.m.
TTAO via S'ow & S'hai Taksang	Wed.	11th June at 10 a.m.	
TIENTSIN	Chipsang	Wed.	11th June at noon.
BANGKOK via Hoihow Chunsang	Sat.	14th June at 10 a.m.	
STRAITS & Calcutta	Fooksang	Sat.	14th June at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta,
Penang and Singapore; Returning from Calcutta steamers
proceed via Straits and Hongkong to Japan occasionally
calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans & carry a fully qualified Surgeon.
Shanghai Line—Sailings approximately every three days between
Canton & Shanghai, sometimes calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and
cargo, calling at Hoihow both ways.
Boineo Line—Fortnightly sailings to and from Sandakan by two
5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both
steamers having excellent passenger accommodation. Cargo
taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November
between Hongkong & Tientsin occasionally calling at Wei-
haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong
& Bangkok, via Swatow, by five steamers fitted with up-to-
date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Thursday,
29th May at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT
SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain.	Leaving.
Haifong	W. S. Turnbull	TUES, 3rd June at 1 p.m.
Haifong	W. C. Passmore	FRI, 6th June at 4 p.m.
Haifong	Ellis Walker	TUES, 10th June at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.
S.S. VAN CLOON
will be despatched on 5th June.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation, all lower berths.
English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.
In connection with the Royal Packet Nav. Co.'s (K.P.M.)
services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIN.**
Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong	Pro. Sailings from Hongkong
AMBOISE	24th Apr.	26th May.	22nd June.
CHANTILLY	8th May.	9th June.	6th July.
ANGERS	22nd May.	23rd June.	20th July.
PORTHOS	5th June.	7th July.	3rd Aug.
AMAZONE	19th June.	21st July.	17th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)
1st Class £95.00 B. £80.00
2nd Class £65.00 B. £50.00
3rd Class £35.00 B. £20.00
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOTS)
loading for Havre, Antwerp
and Dunkirk.
S.S. "MIN" from Dunkirk, London, Havre is due to arrive
about end June.

For full particulars apply to:
Telephone Central 740.
MESSAGERIES MARITIMES Co.
3 Queen's Building.
CONSIGNATION TRANSHIP REPRESENTATION.

CONSIGNEES.



The Steamship
"PRES. McKINLEY"

having arrived from Manila
P. I., on May 28th. Consignees
are hereby notified that their
cargo is being landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong and Kowloon Wharf
and Godown Co., at Kowloon, &
stored at consignees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed and damag-
ed cargo is to be left in the go-
downs, where it will be examined
at 10 a.m. on May 30th, by the
Company's Surveyors, Messrs.
Anderson and Asher.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the go-
downs, and cargo undelivered on
and after June 2nd. will be
subject to rent.

No Fire Insurance whatever
will be effected.
Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
United States Shipping Board,
Emergency Fleet Corporation,
Agents.

ADMIRAL ORIENTAL LINE
4, Des Voeux Road,
Hongkong, May, 26th, 1924.

The Steamship
"PRES. JACKSON"

having arrived from Seattle via
ports, on May, 29th. Consignees
are hereby notified that their
cargo is being landed at their risk
into the hazardous and/or extra
hazardous godowns of the Hong-
kong and Kowloon Wharf and
Godown Co., at Kowloon, and
stored at consignees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed
by Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed & damaged
cargo is to be left in the godown,
where it will be examined at 10
a.m. on June 2nd, 1924, by the
Company's Surveyors, Messrs.
Anderson and Asher.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognised. No claims
will be recognised after the goods
have left the godowns, and cargo
undelivered on and after June
5th, 1924, will be subject to rent.

No Fire Insurance whatever
will be effected.
Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
United States Shipping Board,
Emergency Fleet Corporation,
Agents.

ADMIRAL ORIENTAL LINE
4, Des Voeux Road,
Hongkong, May, 29th, 1924.

NOTICE TO CONSIGNEES.
DOLLAR STEAMSHIP LINE

The Steamship
"PRES. HARRISON"

having arrived from New York,
via ports, on May, 26th, 1924.
Consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong & Kowloon
Wharf and Godown Company, at
Kowloon, and stored at con-
signees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at
10 a.m. on May 29th, 1924, by the
Company's Surveyors, Messrs.
Carmichael & Clarke.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godowns, and cargo undelivered
on and after June 2nd, 1924, will
be subject to rent.

No Fire Insurance whatever
will be effected.
Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
DOLLAR STEAMSHIP LINE
4, Des Voeux Road,
Hongkong, May 27th, 1924.

